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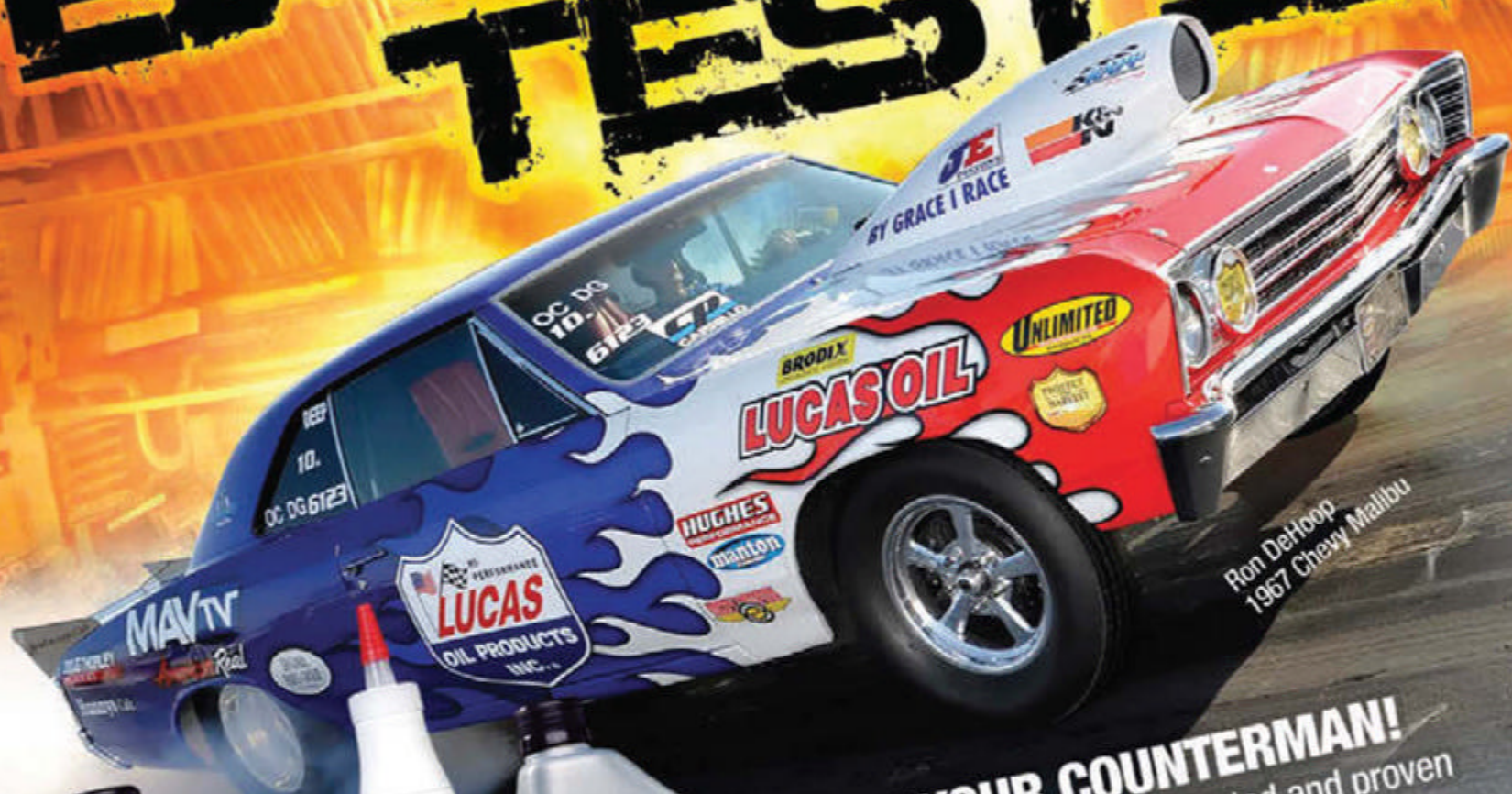
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Special Events Sales: Trish Biro: 519-752-3705
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Subscriptions/Address Changes: Circulation
circulation@rpm-mag.com

General Inquiries: 519.752.3705 info@rpm-mag.com

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Publication Return/Address Change Information

USA

RPM MAGAZINE (USPS Periodical #023474) is published monthly 11 Times/year, except for a combined issue in January/February by USA Publisher's Agent, 10387 Main Street, Suite 300, Fairfax, VA 22030.

Periodicals Postage Rate is Paid at Fairfax, VA and additional mailing offices.

Postmaster: Send address changes to:

RPM Magazine
P.O. Box 24020
Brantford, Ontario
CAN N3R 7X3

CANADA

PUBLICATIONS MAIL INFO AGREEMENT NO. 40045044
RETURN UNDELIVERABLE CDN ADDRESSES TO
RPM MAGAZINE
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by **Chris Biro**



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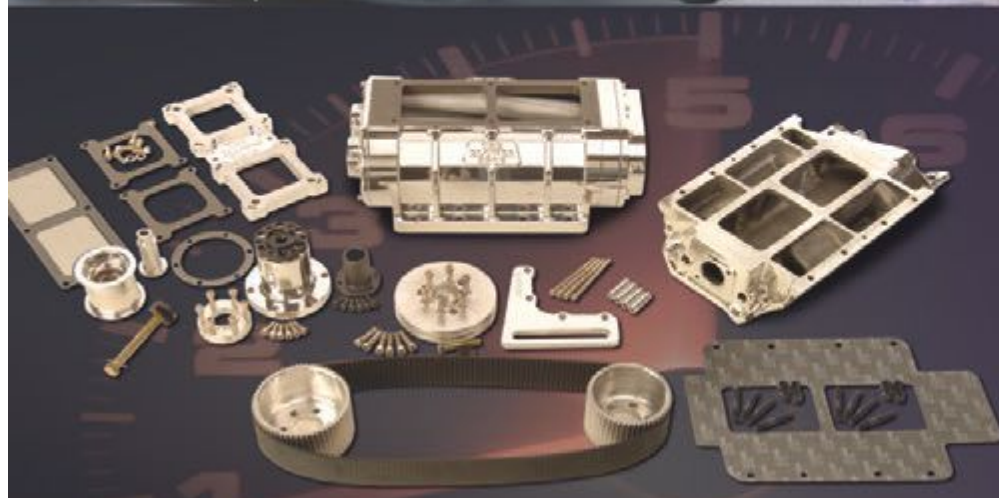
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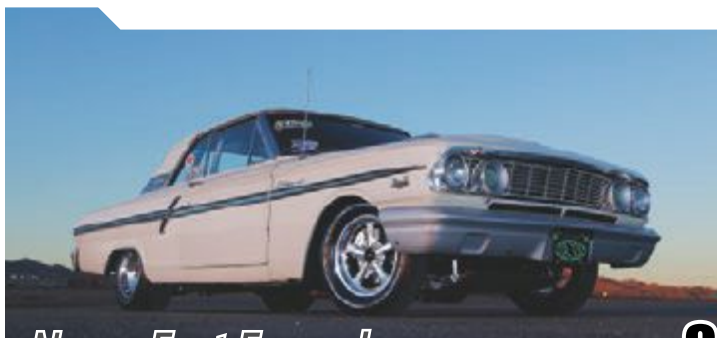
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ENOUGH



story by

George Pich

photos by

Pete Ores

Growing up in the Southern California introduced Brian Greenberg to all sorts of car cultures, but he recalls being hooked on cars in general from the age of 16.

"I have been a fan of drag racing forever," said Greenberg. "I hit a few car shows now and then, drive out to Malibu on a Sunday, into the mountains on my motorcycle, or head over to Super Car Sunday. We are really lucky here in So Cal

that we have lots of options almost year 'round. There might have even been some street racing involvement here and there along the way, but I can't confirm that."

Greenberg is interestingly the owner of Richard Photo Lab which is a print and film lab for professional photographers and the photo enthusiasts. "I have been in this industry for about 20 years and we are one of the largest film processors in the world.

We work with customers all over the world," he explained. So when we approached him for a photo shoot, he had a pretty good idea of what we were looking for.

After owning a number of cars over the years—among them a really nice 64 1/2 fastback Mustang and even a '64 Fairlane wagon, (Greenberg has a thing for 1964). However, this time through he wanted to build something different and fast.



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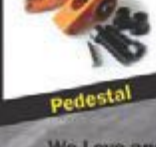
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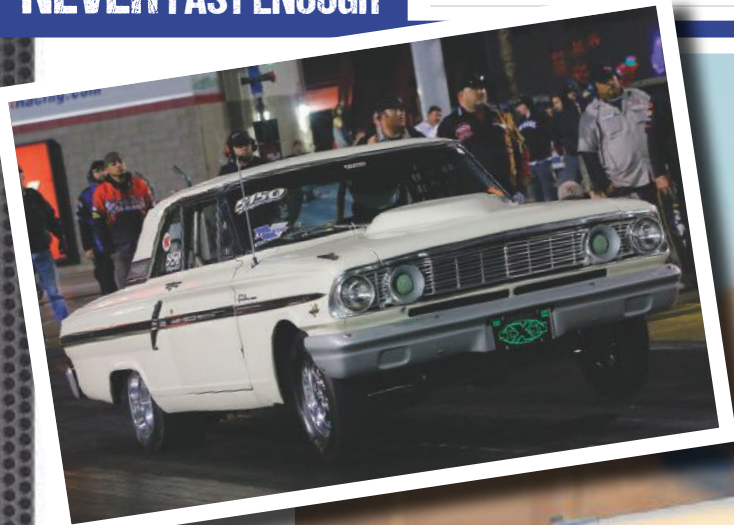
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"I wanted to build something that is not as common in general. And it's even less common to see a car like mine drag racing in 8.5 Outlaw. Mustangs are great, but there are sometimes ten-plus just in my class, and five are red... I went to an 'all Ford show' a few years ago and it was the only Fairlane."



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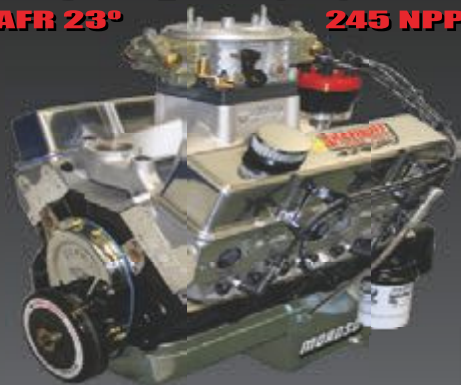
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UNMISTAKABLE CLASSIC

There's something about the look of a Thunderbolt-style front grille with the inside lights removed that gets the heart of any horsepower enthusiast pounding.



The Fairlane 500 was found at the Long Beach Hot Rod Swap Meet, looking pretty much like the way it looks today. Greenberg elaborated, "The body and paint have not been touched. It had a cool red interior and the drivetrain was basically stock and dirty. First, I just cleaned it and added a set of AFR heads and an Edelbrock intake with a 600 Holley. I guess I started out to make it a cool driver."

Greenberg's previous projects did not include AC

or an overdrive transmission, so, as he had touring in mind, that was a high priority on the Fairlane. "I picked up a new transmission and got my first lesson on how a 'kit' is nothing but a pile of parts that don't necessarily bolt to your car. This lesson will never be fully learned, but I have a much better appreciation for fab work now."

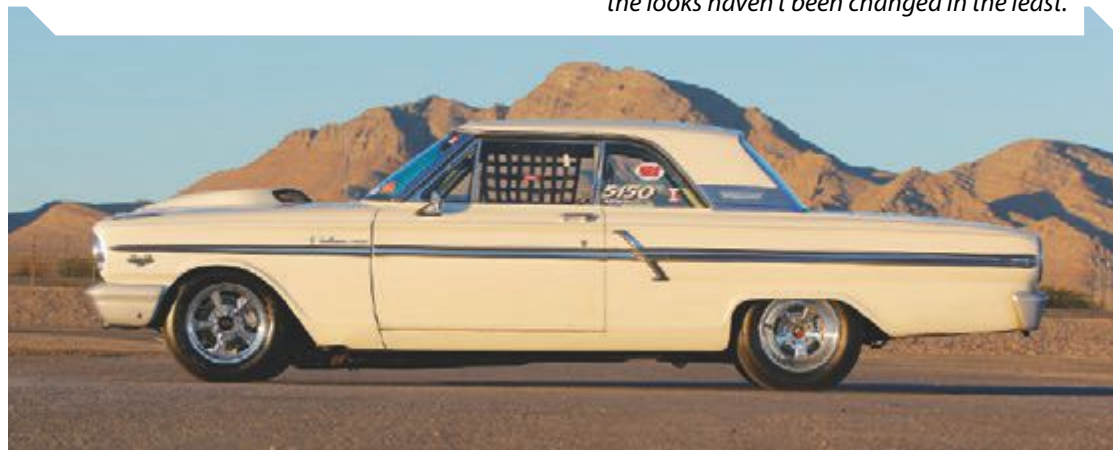
After the transmission, a pair of Shelby traction bars were added and the car became that 'driver' that Green-

berg thought he wanted. "It was just too slow," he admitted, "so I added a 9-inch rear and a DSS 347 motor which got me into the low 12s in the quarter." Greenberg ran this combination for a few years, putting on street miles and hitting the drag strip about 20 times a year.

After some head gasket problems, Greenberg wanted to step it up a bit more and moved into a Grubbs (Valencia, CA) 427W that made about 580 hp and an

LONG AND ALMOST LEAN

Greenberg put the Fairlane on a massive diet following our photo shoot. Not to worry though—the looks haven't been changed in the least.



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AOD from Mike's Trans. "I also tried two different EFLs that sucked, added rack and pinion that didn't work, a second set of disc brakes that would be replaced a few times, and stumbled to get the thing to be consistent in the lower 11 second range," explained

Greenberg. "But what did work like a charm was the full Calvert suspension set up. They are pretty close to my home so I had a chance to have them install their split rear leafs, bars, shocks and set up the front end as well."

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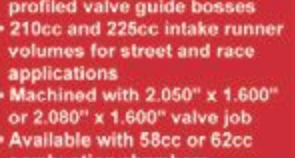
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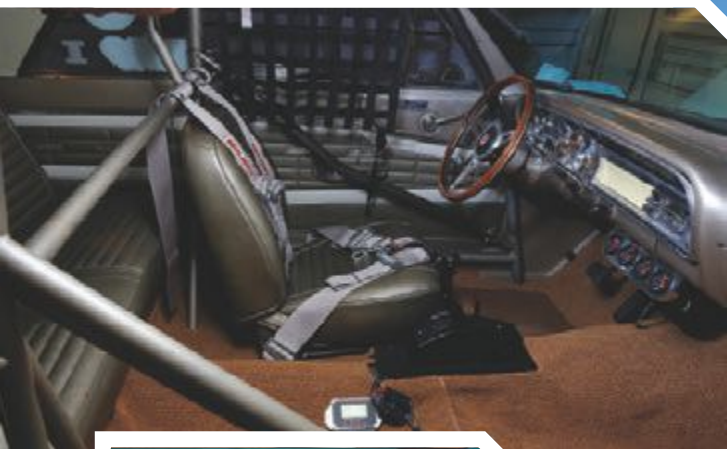
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The recently completed original style gold interior seen here is spotless. Plans are to install a pair of aluminum buckets covered to match the original upholstery. Brian strives to keep as much of the car's original equipment as possible.

Fairlane also received an 8-point roll bar, a full new interior from Dearborn Classics that installed by Mike Ambrose, a Stealth Tank from Glenn's Performance, another fuel pump, and all new lines from Fragola.

"After this work I decided to take another big step—to run Drag Week in the Small Block NA

class," Grennberg said. "So out came the hydraulic cam and the 427 was freshened to make 725 hp with a Pro Systems SV1 carb, a solid roller from Comp, 13:1 Mahle pistons, and an Edelbrock Super Victor intake." The brakes were swapped out with Baer binders all around and—with hopes of making Drag Week—

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NEVER FAST ENOUGH

the AC and AOD were still installed, only the AOD now had a Freddy Brown Trans brake. With this work, Brian was now in the 10.50 to 10.70 range in the quarter-mile, so pretty stout considering the weight of the big bodied Ford and the fact that the car was running on all motor power, no nitrous or other adder. "Two weeks before we had to leave for Drag Week a few bugs popped up and we just couldn't make it," Greenberg said of his dashed plans. "The trailer hitch is still on the car, but the AOD and AC are off."

During the last quest for power, Greenberg became friends with Paul Bartlett of Little People Customs and together they worked to set the car up to run in a

heads-up eighth-mile class, Outlaw 8.5, "just for fun." To get to a level where he could at least run with the pack, Greenberg knew he'd need to add some power.

"I reached out to Steve Johnson at Induction Solutions and he suggested a Sledge Hammer set up. This was a lot of fun and got us to a best of 6.08 in the eighth-mile in the elevation and heat of Las Vegas and with a race weight of 3,505 lbs. with me in it. After 37 cars showed up at the 2014 Street Car Super Nationals and we didn't qualify, I decided that I didn't just want to watch rounds. I wanted



READY...SET...GO

Greenberg warms the tires (top) and launches (left) at the 2014 SCSN event in Vegas.



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CHANGE IN THE WORKS

This Windsor-based 427 mill is about to undergo some major surgery via a new aluminum block that will be topped by Trick Flow cylinder heads, an insane direct port nitrous system from Induction Solutions, and a new CSU 1050 cfm carb.



ROLLING STOCK

Mickey Thompson wheels grace all four corners of the Ford.

to be in a few. This meant everything that had been redone would have to be redone at least one more time. We needed more power, less weight, and a lot of effort in both areas," said Greenberg

of the latest power transformation now in the works for the Ford.

With a goal of low 5-second eighth-mile runs, new power will come from an aluminum-blocked Ford mill with Callies Magnum crank

and Oliver rods and a set of Trick Flow high port heads.

Brian elaborated, "On top of the new engine, an Edelbrock 2828 Super Victor intake went to Induction Solutions for the ultimate direct port nitrous setup with a ported water injec-

tion and the pressure relief spacer. CSU tweaked a new 1050 Dominator Ultra for us and we'll be upgrading the Aeromotive fuel system to match up with the new nitrous setup."

As this article goes to press, Greenberg—with help



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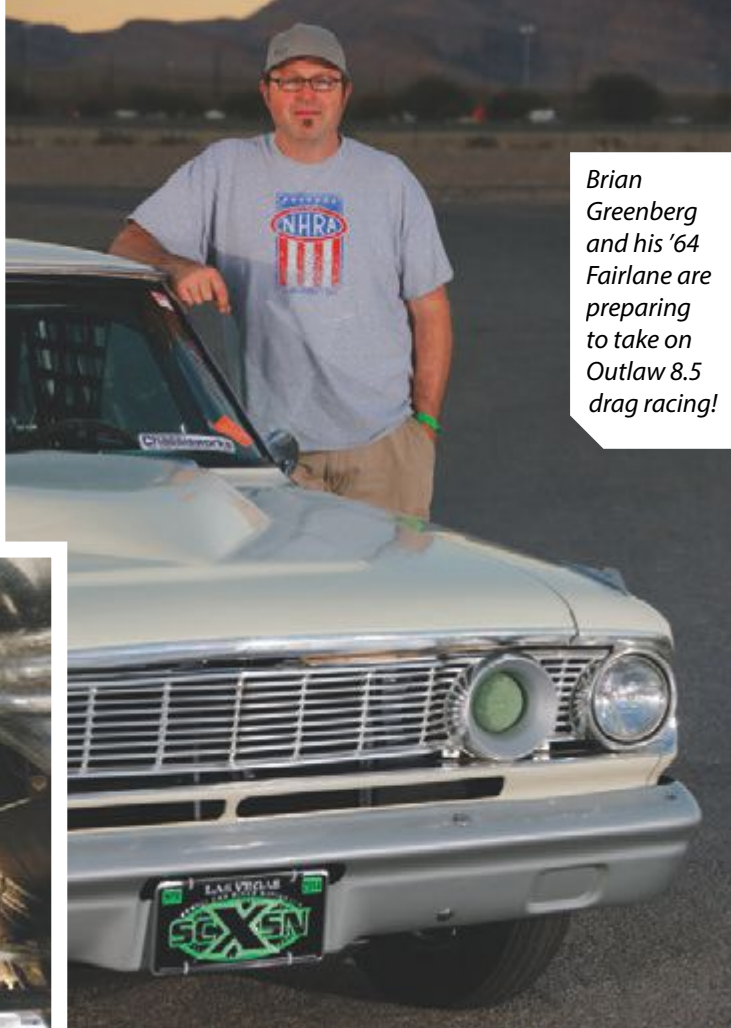
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Brian Greenberg and his '64 Fairlane are preparing to take on Outlaw 8.5 drag racing!

from Buster at BCR Race Wiring—is also completely rewiring the car with an MSD Power Grid, NLR NMS-2000, and Racepak with a complete Speedwire set up.

“We knocked the whole car apart, as in everything came off,” told Greenberg. “It will still look exactly the same when it’s done, with old paint and subtle custom stuff. When the engine is off, it looks pretty much stock and anything that’s done is done with purpose, or at least that’s the goal. I am very much into smart fab work and a clean set up—form and function. Like, if you need a fitting, go through the trouble to make them all

match. We took the underside of the car to metal getting probably 30 pounds of grime and undercoat off alone!”

During their road to being competitive in the Outlaw 8.5 class, a motor plate and some titanium goodies from Racecraft were also added. Every bolt that could be was cut shorter and every corner was looked at to remove weight. A pair of aluminum seats will also find their way into the Fairlane and are currently at the upholstery shop getting matched to the interior color.

“This is all being done while making sure that the car looks the same, so you have to look very close to find the

weight loss, like the undercoat and the 15 pounds of unneeded wiring,” Greenberg added. “The next goal is 5.00. It may take a while, but we have more tools in the tool box this time!”

Thanks to: Paul Bartlett who does all the fab and tuning including the 3.5-inch-mandrel exhaust, Jim Grubbs who built the engine, Steve Johnson who has provided awesome products and tons of tech that really helped out, Mike Ambrose for the interior, and Fabtech for the stainless headers. Greenberg runs with the WCHRA, NMCA West, PSCA Street Car Super Nationals.



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THE CHANGE-UP

PART 4

>> *We take you step-by-step through the completion of a killer new twin-turbo setup for Glenn Hunter's '56 Chevy*

We're rolling along well on our change from screw-blower to twins on the '56. This month we'll be finishing up the header to turbo piping, installing a whole bunch of new stuff to the make the turbos work, attaching the rest of the exhaust, and yanking the motor to give it the once-over and install our trick new custom COMP Cams roller

stick that the folks at COMP spec out for our application.

A quick recap of where we stand following our first three articles: a new 123 mm Wilson throttle body and conventional Pro-Filer Sniper 2 intake were installed where the screw charger and injection once sat. The custom stainless headers are complete, which car owner Glenn Hunter built himself with a bit of help here and there. The twin sisters (our Borg Warner

S400 Series 88mm turbochargers) have found their permanent home, and the hot side pipes to the turbos are made, so now it's time to add the Turbosmart wastegates. Along the way we had to make some modifications to the front core support and radiator cradle and also fabricate a new pair of front chassis bars, but we figured on things like this with such a major disruption of underhood space involved in the change up.



1: The engine is back in and reassembly begins... again! Things are really starting to look good now.

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Mounting the wastegates was all about finding a spot that will allow proper function along with being visually pleasing, since they are going to be mounted high in the engine compartment.

"Since the hot side pipes are almost a 90 degree into the turbos, it was relatively

easy to plumb the wastegates on the outside radius to achieve maximum flow to them," Hunter explained. "After they were mounted, I decided to exit the wastegates out behind the front tires instead of dumping them back into the exhaust system as originally planned. On the

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4: The completed oval exhaust inlet.



wastegate pipes there two ways of setting them up: run them back into the exhaust system, which is quieter or run them external like tailpipes, which is louder and was our choice. Not only do the wastegates look great, but we'll also get to enjoy the added sound."

Next up was the exhaust. If you recall last issue, Hunter started the system using 20-inches of 5-inch stainless steel tubing and planned to run that into aluminum.

"Building the exhaust system after the turbos went with running our three feet of 5-inch .065 304 stainless into a short race muffler, followed by .065 aluminum tubing which we compressed into oval tubing and exited it right behind the doors. This was all pretty straight forward and the aluminum tube is far easier to work with when creating the oval shape we were after. The muffler is required by some of the classes that I run so it was

part of the equation right from the start."

We mentioned that new front chassis bars were required for clearance purposes, which meant that a new motor plate would have to be made. "I again called my friend Eric Clauss," said Hunter. "I basically gave him a cardboard template and the old motor plate and he made me a new motor plate out of 3/8 6061 aluminum using his CNC machine. He even O-ringed it on both sides so there's no

5



5: Bob Tobie welding the aluminum exhaust pipe.

THE CHANGE-UP



6: These race mufflers must be used for certain classes Hunter runs with the '56.

7: Here is one of our pair of Turbosmart wastegates fresh out of the box. We opted to set them up to dump externally like tailpipes for added looks and sound.



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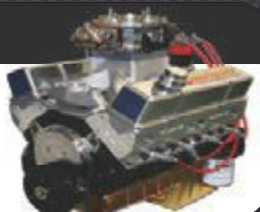


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8: Finding a home for the wastegates and blow off valves was pretty easy given the bends of the turbo piping.

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9: The large Turbosmart blow off valves tacked on the intake tubing look fantastic!



10: Tobie welded the wastegate tubing to the hot side tubing of the turbos.

11: The final mock up of the tubing for the wastegates and blowoff valves.



12: The finished ex-haust system was packed up and taken back to Glenn's shop to be reinstalled after the motor work is completed.



more gaskets needed for the water pump or between the block and the motor plate. I have to say, it was amazing to watch this process being done."

The last few items on the list to be completed before the car left Bob Tobie's shop (T&W Welding & Fabrication) were to mount the Turbosmart Big Bubba blow-off valves to the intake system and fabricate some turbo supports.

"Bob made some nice clean support links for the turbos

using clevises and moly tubing while I fabricated a crankcase breather tank from some 5-inch aluminum tubing left over from the exhaust system and some other material I found laying around the shop. I popped a K&N filter on top and a petcock on the bottom for a drain and it was ready to mount on the radiator support."

With all this work now complete, the '56 was loaded up and taken back to Hunter's garage where he could pull the engine and give

it the once-over plus add a camshaft that was spec'd for the new turbo application.

"We pulled the engine out to first do a leakdown check, which was fine, and of course install new valve springs," Hunter explained. "I removed the camshaft and replaced it with a custom-ground cam from COMP Cams. I knew the cam should be different from the blower set up so I called my friend Harry Anderson from Superfast Performance who has a

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bunch of experience setting up and tuning some really fast turbo cars. We talked back and forth a bit and he came up with some specs. I then contacted James Fry at COMP Cams to run the new specs and my combination past him, and he agreed that the cam we came up with would get the most out of the new turbo setup."

Being from New York and all, we didn't want to push Hunter too much for cam specs, and the guys at COMP were pretty tight lipped too, but we did get this; "I don't want to elaborate too much on the specs but let's just say that it's in the 730 gross lift and 260@50 duration range." Wow, thanks for the intense detail Glenn.

While it was out, the 555 cubic inch big block's oil pan was removed to weld on 2 #12 bungs for the turbo oil drains. The

oil feed line comes from the back of the block using #6 line to a Y-block to #4 lines feeding the turbos. Hunter also cleaned up the engine compartment, gave it a fresh coat of paint and moved some wires around to keep them away from the exhaust heat.

The engine was carefully slid back into its home between the freshly upgraded chassis pipes and bolted to that trick new o-ringed motor plate Clauss had masterfully created, and prepared for final assembly.

"We installed the motor and started assembling everything—the turbos were reinstalled (for the 30th time), all the exhaust tubing was completely reassembled, then the oil feed and drains lines were hooked up between the engine and turbos. The oil is fed to the turbos to lubricate and keep them as cool as possible as

THE CHANGE-UP

15

13

14



15: Well that is that! The turbo system is complete and the car is ready to head home for another round of disassembly.

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16: Hunter pulled the big block out for a leakdown test, valve springs, and a cam swap.



17: The new COMP Cams custom ground camshaft is installed.

these things will be making a lot of heat. As of now, we have a few days more of wiring and plumbing up the fuel system, and the usual nuts, bolts, and wrenching that's needed to be done to get this project up and running!"

Stay tuned as the Change Up is nearing completion. In our next and final article we'll quickly walk you through all those loose ends and install and setup our



18: Check out the new motor plate Glenn's buddy Eric Clauss fabbed up for him...O-rings and all! **19:** Watching it being made was a blast, too.



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20 & 21: The engine being out was a perfect time to refresh under the hood with a good cleaning painting the new chassis bars. With painting complete and

the big block slid back into place, things were really starting to look good in the engine bay.

22



22: This gives a better idea of those #6 lines to feed oil to the turbos.

23



23: Here you can see the boost controller solenoid on the radiator support.

AMS2000 boost controller. Then, we'll throw a tune into the '56 for street driving and step it up for test and tuning at the track. ■

24



24: A new alternator pulley system was also installed.

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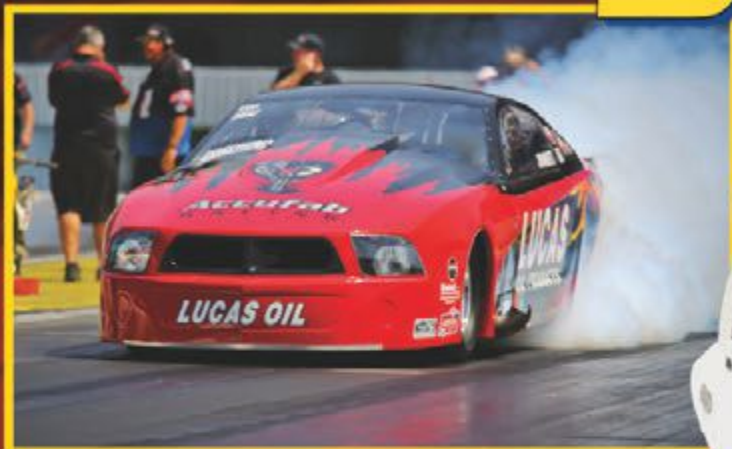
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QT QUICKTECH

story and photos by
Stan Smith

Everybody wants more power. It's ok to admit it. In our world there is just no such thing as "enough" horsepower. It's more about how much can we afford to spend to make "X" more horsepower, and of course, bang for our hard earned buck. Yeah ok, on the street you can only use so much, but our egos tell us more is ALWAYS better, no matter what, and we like that side of our ego...a lot!

We also know that when you already have some pretty solid rear wheel horsepower numbers, getting more can

be a difficult task. It seems that magazines and the internet are littered with manufacturers claiming you will get this much more power if you "simply install our part"... so how do we sort through the BS and separate the good, the bad, and the ugly in the world of bolt-on horsepower?

A good start is to have us try it first. That way you don't end up scratching your head in despair after spending a heap of dough and getting only those empty internet promises and a steaming heap of offshore parts that don't fit.

2 & 3: We tore into the Stainless Works boxes like a kid on Christmas morning and had it mocked up on the shop floor within minutes. First impressions? Wow, quality quality quality...and did we mention quality!

2



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1: Jay, our resident Dynocologist, along with Brad and Tim strapped down the anxious snake for some dyno pulls before the install. We started around 9:30 AM with our first pull and did our post-install pulls around 4:30PM. Before the exhaust, we did three dyno pulls and worked up to best of 584.94 horsepower and 573.23 pounds of torque at the rear wheels...damn impressive for a bone-stock production car! And it blew away our previous numbers in the mid 560's for both...must be the springtime air!



Two Shelbys are always better than one. Misener Motorsports just happened to have this '67 in for some work the same time our 2013 showed up.

3 **4:** The Shelby supercharged 5.8 is a work of art and it hauls some serious ass, too! But the exhaust is definitely an area where we saw some good potential for gains.



THE CAR

Our donor car for this project is a low mileage and very rare color combo 2013 Ford Mustang Shelby GT500. It's stock, completely... for now. In 2013, the GT500 came with a stout Shelby-prepped supercharged 5.8 liter mill that is advertised at 662 horsepower and 631 pounds of torque at the crank. Let's see what we can do with that.

WHAT WE'RE DOING

It's simple: we want to make solid horsepower and torque gains by installing a complete exhaust system and produce a sound that will have your neighbor peeking out his window in envy on Saturday morning as you leave the driveway!

After some serious research, we sent Brad, our donor car owner, to the Stainless Works

5: Not that the factory stuff is horribly ugly, but wait until you see the SW stuff under here!

6: Jay starts at the back while Brad (left) and Tim work on removing the front K-frame. Jay has done these installs many times and found that while it takes a few minutes more at the start of the job, removing the entire K-frame with steering rack and brakes saves a lot of challenges during the whole install. And after doing the job, we couldn't agree more.



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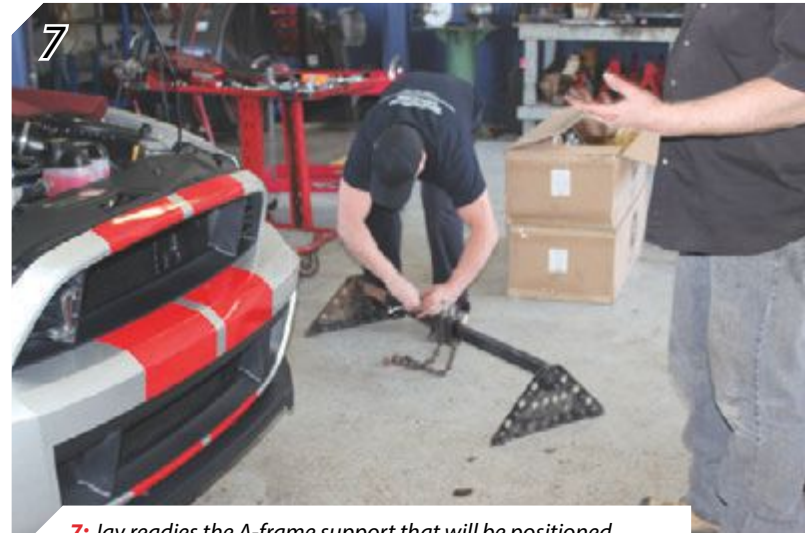
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(SW) website. The quality and performance of SW products is no secret, and George Rumore of Stainless Works has created an in-depth series of videos on this product that will leave your mouth watering. Don't believe us? Check it out at <http://stainless-works.net/ford-gt500>.

We've been in this game for

a long, long, time and installed hundreds of headers and exhaust systems over the years. Some good, some not so good, some fit, some didn't and some left us with zero HP gains or worse. But based on reputation, word of mouth, and quality we've seen in SW products, we knew we were in for some serious fun on this one.



7: Jay readies the A-frame support that will be positioned across the engine bay with each end sitting on the fender side of the shock towers. A chain or strap is then fastened to the engine from the A-frame to hold it in place once the K-member is removed from below.



8: The A-frame is setup as Tim shows off his vintage RPM swag! A few things such as the bulky air intake system are removed from above while the car is down.

9: The K-frame is out, and it was heavy! Two people can carry it, but it helped to have a third and even a fourth as we were removing and re-installing it.



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10 & 11: Out with the old and in with the new! It was hard to believe that this car came with cast exhaust manifolds, but it did.



12: We might have told a bit of a lie when we said the factory exhaust wasn't ugly... at least part of it was. Whoever did this weld on the catalytics on the Shelby should not be in charge of a soldering gun, let alone MIG welder! Seriously, have a close look. The only thing we could figure after we picked ourselves back up off the floor and everyone was done taking selfies with it was that the car (purchased with just 450 miles on it), at some time went in for a warranty set of cats and somehow the person doing the welding was a kindergarten student who wandered away from his parents in the showroom. By the way, BOTH cats look like this, so no excuse is a good one!



13, 14, & 15: From end to end the Stainless Works system impressed us all. The chambered muffler (13) is one piece and provides great sound, while the cool double-wall tails (14) add killer good looks. The headers (15) have thick CNC-cut flanges and clean routing. Couple that with the bends, welds, quality of material, and most importantly... the way it fits throughout, and the result is nothing short of amazing!

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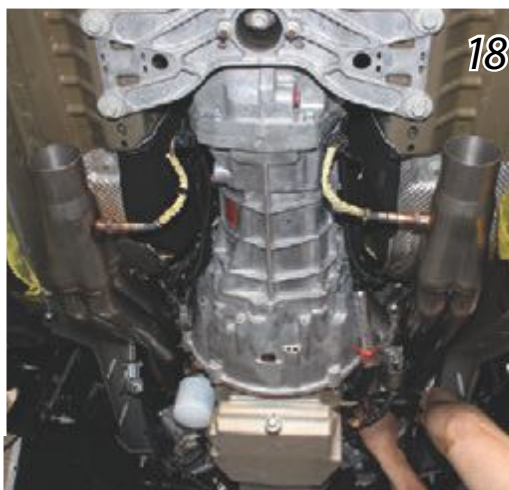
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16: All gone! With all the factory equipment out, it's showtime!



17: You would not get this level of access with the front K-frame still in the car. If you are able to, remove it, you will be happy you did.

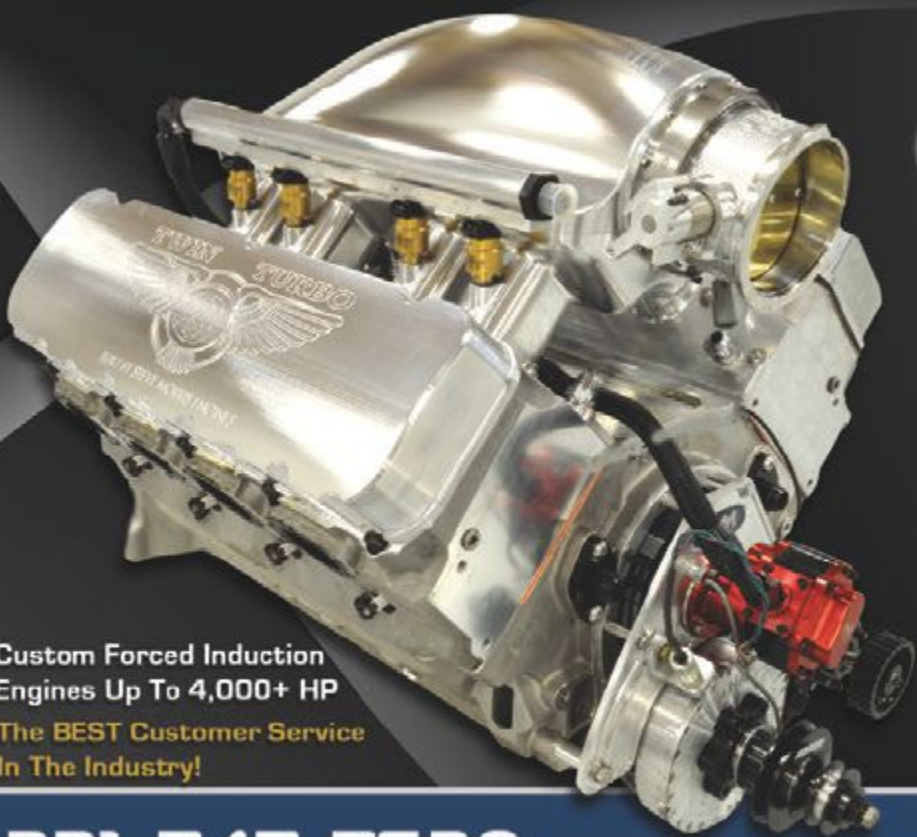


18: Funny story. We had some difficulties getting one header bolt lined up on the passenger side. We were so bent on doing the job from below that all it took was lowering the car and trying from the top... presto, not even three minutes and we got it! The only other header bolt that posed a slight challenge was a lower bolt on the driver side. We could get to it fine, it was the design of our wrench that made it tough to get snugged up—but that was nothing some heat, a vise and grinder couldn't fix...to our wrench that is.

WHAT WE INSTALLED

We ordered the Stainless Works' full 3-inch exhaust system which includes 1 7/8-inch high-flow headers, polished high-flow catalytic converters, a 3-inch X-pipe (which, by the way is insane-nice), SW 3-inch chambered round mufflers, their over the axle system, tailpipes and 3.5-inch double-wall dual tips. Of course clamps, hardware, instructions, a catalog, and decals all come in the box. This setup is a combination of their "front" header/cat/X-pipe kit #GT115HCAT and "rear" exhaust system kit #M13GT.

Our friends at Misener Motorsports stepped up to give us use of their chassis dyno (so we can give you accurate numbers) and





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their shop for the day. We also called on the expertise of Jay Misener who has done a number of Shelby systems in the past, and Tim Biro, who has more years of experience in making fast Fords faster than a monkey has hair on its back!

19: The SW X-pipe is something you want to keep on display in your living room! Here, the headers, cats and X-pipe are installed.

20: We left everything loose and supported the system with a jack at the X. Sasha, AKA "The Boy Wonder," checks out the progress so far. This kid is a rare find in today's world of foot-dragging gamers.



21: Brad works on the over axle pieces. Each piece in the kit is labeled right or left and the two piece design of the over axle part of the system makes it a cinch to install and provides for tons of clearance in any environment; street, strip or road race.



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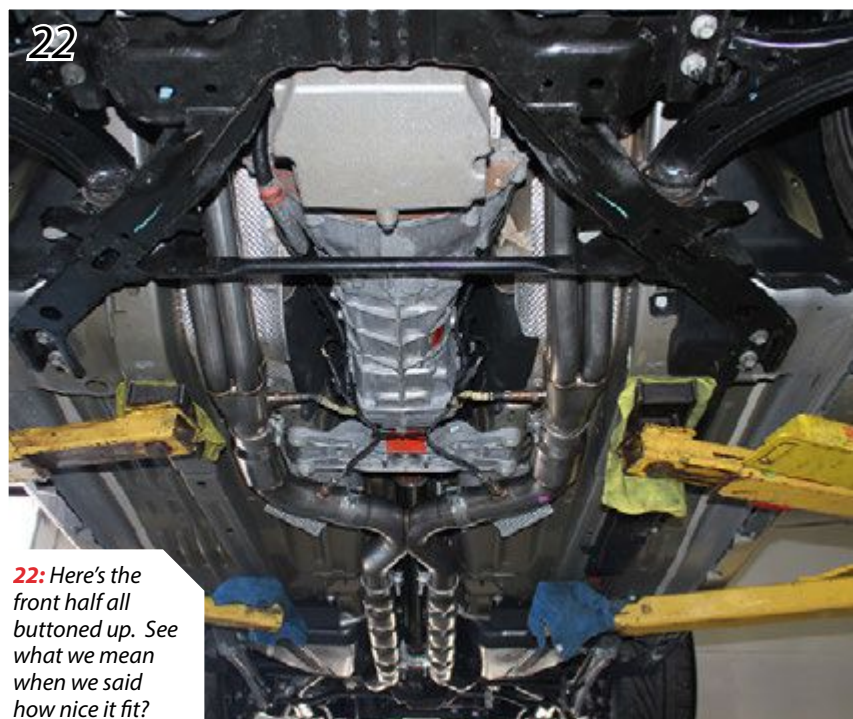
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22: Here's the front half all buttoned up. See what we mean when we said how nice it fit?



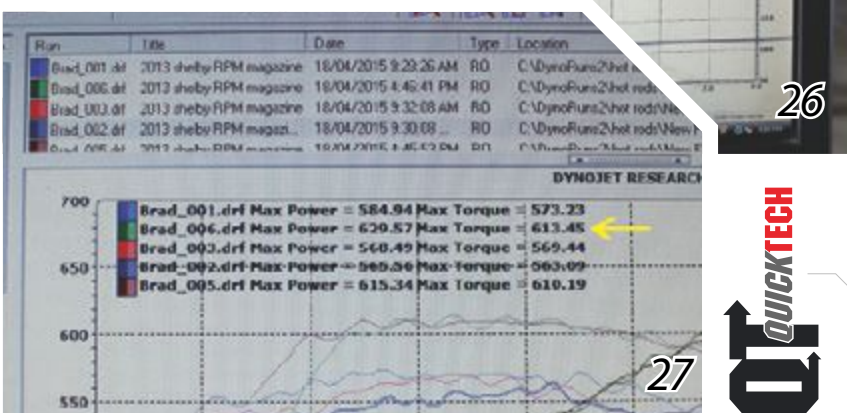
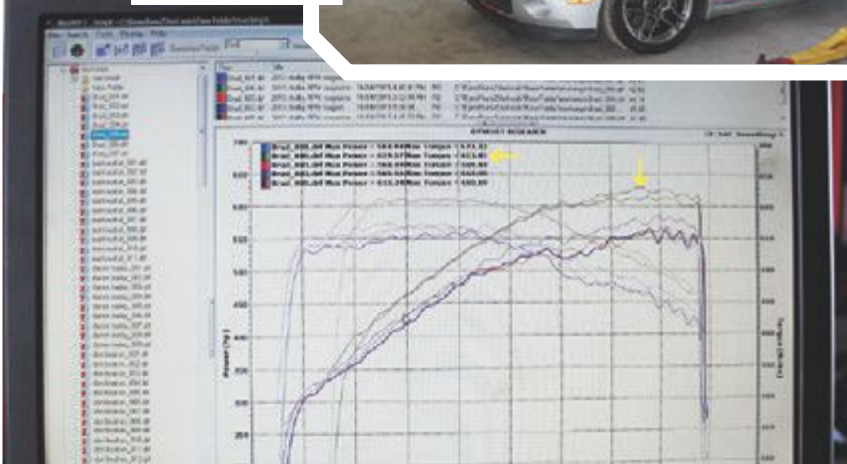
23 & 24: It takes a bit of wiggling and twisting here and there to get all your clearances just right, but the end result is worth it. We also put some load on the rearend to make sure we had enough clearance.



25: The moment of truth: after the install was complete, we lowered the car off the rack and headed back to the dyno room.



25



26

QUICKTECH

26 & 27: The dyno doesn't lie! Our first pull (#5 on this list) netted us 615.34 horsepower and 610.19 pounds of torque. We were definitely impressed. The second pull (#6 with the yellow arrows) gave us 629.57 horsepower and 613.45 pounds of torque...now we were blown away! That is a whopping 44.63 horsepower gain and an equally mind blowing 40.22 pounds of torque gain...from an exhaust system install on a car that already puts out 585 horsepower!

One we got the car started and out on the open road, the new throatier and much tougher sound was sweet music to our ears...and really is the way such an impressive piece of American engineering should sound right from the factory. So, what's our final take on the Stainless Works Shelby GT500 exhaust system? It pretty much buried the needle on the RPM Badass Part meter in all three categories of quality, fit and performance! If you own a Shelby and don't have this exhaust, you should! ■

Check out the video of the GT500 system in action here!



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GOING ROUNDS

IN A STRAIGHT LINE

>> Ian Hill takes on bracket, super stock, and heads-up drag racing in 2015

Aside from family and work, Ian Hill's world revolves around cars—especially fast ones. He's been a standout in sportsman drag racing for a number of years, but his most recent acquisitions will certainly take him to the next level in both sportsman brackets and heads-up drag racing.

Life for Ian started with a dad who was a crew member on a late model Chevelle at the local dirt oval. As the early years came and went, Hill has fond memories of the stock bodied late models giving way to the modified Gremlin body of the "new" dirt modified race cars. And somewhat less fond memories of burning the backs of

his legs on the new exposed header placement while getting out of the winning car in the pits after each race!

Fast forward ten years, and the first father/son project came home—a 1966 Pontiac Beaumont convertible which Ian still has today. The factory two-barrel 283 was fun, but having so many friends with stronger small block and big block cars in the school parking lot, Ian felt it was time to step up his own program a bit.

A 1967 Chevelle Malibu 327 car made it home, but just barely in one piece, and after four years of a full frame-off restoration, Ian and his dad made the rounds of the show circuit with honors, winning just about everything they entered. The

Niagara cruise night scene was booming. Sunday night in Niagara Falls was filled with hot rods, long smoky burnouts, and if you waited around long enough...street racing!

"It was an amazing time, just like the stories you hear from the '60s," recalled Hill. "We were working daily to build up our cars and go faster and faster," he added. And after many years of street racing and friends pressuring him to 'bring it to the track,' Ian went to the track to watch. It only took

one time, and shortly after he bought his first drag car.

"I have loved drag racing since I saw my first street race," continued Hill. "After my first visit to the strip, I went home and bought what was to be my first drag car with a high school buddy. We built the '80 Malibu into a sluggish 14-second Friday night 'run what you bring' car, never daring to show up for competition. After eight months of swapping parts and testing, we were dialed into our first bracket with 13.0s, finishing second at the

Ian Hill's 1969 Camaro was a former 7.90 car capable of running low 7s and is a work of art with a top-shelf chassis, lean and low stance, and a very special Joe Van O factory replica body. ClearShot Customs did a killer job on the paint and the vinyl work is outstanding. We especially like the doors!



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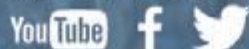
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It's not just being behind the wheel that attracted Ian to drag racing, as he was also fortunate enough to be part of a pro modified team in the late '90s and early 2000s just as the local PM scene was getting pretty wild. As if big cars weren't enough, he also got completely taken in by 1/25th scale slot car drag racing, and ended up opening his own store with a good friend.

"This was the first time I experienced being able to give back to the racing world," explained Hill. "Even though we were not making huge money, we were able to support a local Jr. dragster racer who has grown up to be one of the dominating forces in the local

bracket scene and also supported *RPM's* first drag race event! Xtreme Hobbies grew each year and became one of the top places in the world to buy complete 1/25th scale drag cars, with a customer list that had the envy of many—Canada, the United States, England, Finland, Malta, Austria, Australia, and more.

With his passion for fast cars now a part of his DNA and his involvement increasing, a health issue caused him to step back from his driving efforts.

"This was the longest eight years of my life," Hill explained. "But with the strong support of my family I got better, and was back working... walking...and I even went back to the track to see what was new."

During his time off from the hands-on aspects of motorsports,



THE TOTAL PACKAGE

From front to back, Hill's 1969 Camaro is one unbelievable machine. The working tail-lights (and all the lights actually) are a great touch and tell something of the cars past.



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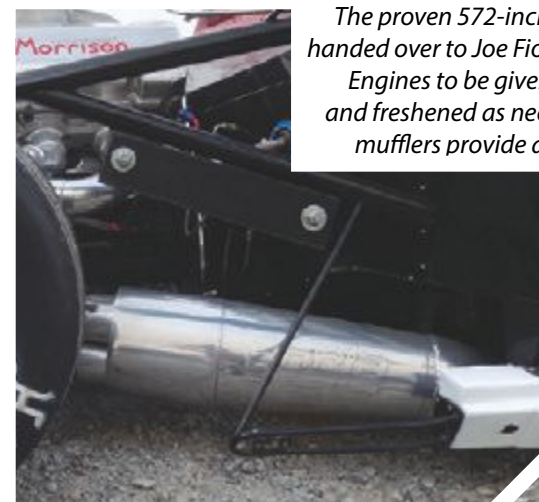
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MR. VERSATILE

Hill will campaign the '69 in various bracket programs but is dedicated to helping bring as much action to St. Thomas Raceway Park as he can.

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WELL REARED

Hill found the car as a complete turn-key. It was built with the best of everything and this Pro Mod quality rear diff will handle anything and everything Hill can throw at it.

another form of drag racing took a firm hold of his attention: street car drag racing.

"I had come to love the street style classes within the OSCA, but wasn't sure where I'd fit in. While racing my '67 Chevelle in the 11.90 and Open Comp classes, I saw the Can Am Stock/Super Stock classes and fell in love with the wheelstanding action. After quickly converting the Chevelle to true Stocker trim, I was set."

At 11.04, while fast for the index, it just wasn't doing it for Hill and within a short time he came across the 1968 Camaro that he still races today. With a rich history of stock eliminator

racing (including many rumors of acid dipping and body modification that were so bogus it could never pass tech) the car ran record after record, chasing the G/SA NHRA class with a 327/2 speed combo throughout the '80s, '90s and 2000s.

"I bought the car as an old-school race car," said Hill. "Leaving the body hanging, the chassis was set on a fixture and was stripped of its original bolt-in cage. I replaced everything that had to do with speed. A chromoly cage went in, as did all new suspension and electronics, then a very well built 350 crate motor by Joe Fioravanti Racing Engines and a three-speed by ATI Performance Products. We just about went over backwards in testing on one Labour Day weekend, so we bolted a set of wheelie

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CAMARO CREW
Ian Hill
(front)
with his
father
Dave Hill
and Crew
Chief Al
Laslo (far
right)



LIGHT INSIDE

Carbon fiber is plentiful inside the '69 and workmanship is second to none



bars on it and turned it up a bit more. Since then we have been able to hit 1.3 seconds under our index with a best pass of 10.34 @ 126!"

From there, Hill added a Super Stock '82 Camaro to the team and had some success with that car, which also has some rich drag racing history in that it was actually the first full round tube car build for NHRA Super Stock competition.

"We won our first Super Stock race and a bunch of local bracket races with that wheelstanding '82, but for 2014 we moved on into a front wheel drive conversion '05 Cavalier Super Stocker." The new Cavalier also showed some great promise in the consistency game for Hill, as it took him to his first track championship in the No Box class and fifth place in Box with his co-drivers support.

"At the end of 2014, I had decided that although the Cavalier had done us well, it was not something I wanted to keep," he

explained. "And around the same time, after helping a few friends get their cars ready for the Sparta Small Tire Shootout, I felt the pull back to my street car roots and acquired the ex-Tom Craig 1984 Camaro small tire beast built by Fat Dog Fabrication—known as Canada's fastest stock suspension naturally aspirated small block car—with records held in the OSCA's Pro Stock (all motor) class and Milan's Friday night Small Tire Shootout series. I looked forward to playing with some of the Pro-Charged horsepower that I had been testing in my Chevelle between the rails of this Camaro."

Luck would not be with Hill on his plans for the '84 though, as he split the block on the dyno late in August 2014 while getting ready for the October SSTs race. Not to be deterred, over the winter Hill built up a new mule to handle the 20 pounds of boost that he planned to run and he is just hitting

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QUICK TECH SHEET

IAN HILL 1969 CAMARO QUICK 16

Chassis: 2006 Tim McAmis NHRA 6.0 cert chassis. Wheelie bar by Fat Dog Fabrication.

Suspension: FRONT: Strange struts REAR: 4-link with Strange coilovers.

Engine: Reher Morrison 572 cubic inch by Fioravanti Racing Engines. 12-degree Raptor heads, dry sump, 1200 CFM carb.

Rotating Assembly: 4.250-inch stroke 4340 crank, 4.625-inch Manley rods, forged pistons. Dynoed at 1200hp.

Electronics: MSD Power Grid, MSD coil, MSD front mount distributor. Race Pack by Headsupracer.ca

Trans & Converter: ATI 1.80 high impact Pro Glide. ATI 9-inch converter.

Rear Differential: Sheetmetal diff with Mark Williams center section. 4.30 gears, 40-spline gun drilled pro mod axles.

Body & Paint: Joe Van O glass body. Body and Paint by Clear Shot Customs, Brantford Ontario. Paint design by Scott Brown. Carbon fiber/aluminum interior. Carbon fiber rear floors and wheel tubs. KC Auto chromoly drive shaft tunnel. Hydrodipped aluminum front interior panels by Ultimate 3d Finishes. Body polish and cleaning products by Eshine.ca

Other important features: Aeromotive A3000 fuel system. Goodyear crimped-end fuel lines and rad hoses. Racing Radios drag system.

2015 support: RPM Magazine, Clear Shot Customs, ATI Performance Products, Aeromotive, EShine.ca, Headsupracer.ca, Ultimate 3d Finishes, KC Auto, Fioravanti Racing Engines, Boniferro Speed and Custom, Dilts Piston Hydraulics, Power Tech Hydraulics and The Photo Guys

Best performance to date: Quarter-mile: 7.42 @ 194 mph

GOING ROUNDS



Hill's wheelstanding Super Stock '68 will race at at special events whenever possible in 2015.



the dyno as we write this.

"With the War In The North coming and now that we made the cut into the War By Shore Real Street Showdown class in July this year, we are hoping to get the '84 to the track by late May to start some much needed track tuning."

Backing up to the fall of 2014, with the Cavalier gone and a spot in his garage open, it was time for Hill to start hunting for a new project, and it didn't take long for him to find the gem of his race cars hidden in a garage in Brantford, Ontario—a 1969 Camaro show stopper!

"This car is a killer top-shelf 7.90 index car and beautiful show car all in one," told Hill. "The owner and I instantly hit it off, and a deal was struck. After a winter building, rebuilding, and modifying we are so close to hitting the strip in the next couple weeks with this revamped hot rod. The 572, as with all of my team engines, was freshened by Joe Fioravanti Racing

Engines. The team at ClearShot Customs did a fantastic job with the body and paint, and Joe Boniferro at Boniferro Speed and Custom and the boys at KC Auto are all a great help with my projects and have added their support with this car."

The '69 Camaro is settled on a McAmis 6.0-cert chassis with a factory replica body by Joe Van O and it definitely gets a lot of attention. Going from an index car which was shifted by hand to a Quick 16 car has required a few modifications including a Precision Shifters air shifter and Biondo 450 delay box being installed. Fat Dog Fabrication also modified the mile-long Outlaw 10.5 wheelie bars to a shorter usable length. A Racepack system from HeadUpRacer and an all-new MSD Power Grid has also been added as the car is just being finished wiring.

"We are expecting to be launching the '69 at 5000 rpm with the shift points set to around 6800 based on some of the old data we

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THIRD GENNER

Fat Dog Fabrication built Hill's '84 Camaro which is the ex-Tom Craig car that was recently piloted by Fat Dogs' Kelly Cooper.



GOT BOOST?

The high-winding naturally aspirated small block in the 84 has been replaced by this outrageous ProCharged big block that will be running a planned 20lbs of boost! And it is street legal!

received when purchasing the car. Going from a 9.64 Super Stock wheelstander to a ground hugging 7.40 car will take some getting used to for sure!" exclaimed Hill.

With the '69 running in various bracket classes and Quick 16 action in 2015, the '68 and '84 Camaros will be sharing the spot in Hill's trailer based on what else is at the track each weekend. "I'm really looking forward to driving the '69. It is just such a nice piece. Getting behind the wheel of the '84 with its heavily boosted big block should be a real treat, as well. We'll be competing in the Sparta Small Tire Shootout street car drags and various other X275, small tire and grudge races with it and hopefully getting the '68 to some specialty races this year," Hill said of his plans for a busy 2015.

Doing it right is the number one concern of Hill and his team. "We couldn't race at the level we do if it wasn't for our team partners for 2015. Our race team makes every effort to exceed the expectations of those that come on board with us. From

hitting the show circuit prior to the season starting and making appearances with our race team to helping promote their business through banners, tshirts and social media, my crew and I have never had so much fun in racing as we are having today! If you see us at an event this summer, come by our pit area and introduce yourselves, we'd love to spend some time bench racing with you!"

Special thanks: A special thanks to ATI Performance Products, Aeromotive, ClearShot Customs, Renway Fuels, Just In Time Trans Brake Buttons, EShine.ca, Headsupracer.ca, Fioravanti Race Engines, RCR, Ultimate 3d Finishes, Fralick Construction, The Photoguy's, KC Auto, Al's Radiator, Fat Dog Fabrication, Dilts Piston and Power Tech Hydraulics and not to forget RPM Magazine. All of your support, along with the support I receive from my family, my race team and the friends that we have made at St. Thomas Dragway, makes this all worth doing again, and again. ■



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2.10 - 1.40, 2.21 - 1.44, 2.33 - 1.48,
2.56 - 1.66, 2.88 - 1.90

2-Speed Ratios

1.31 - 1.44, 1.25 - 1.40, 1.44 - 1.56

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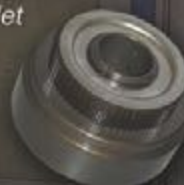
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>> We expand our Miller ArcStation and improve our metal working area with the help of Welding Supplies from IOC



1. It sure is nice to finally be able to lay some practice beads now that our Miller ArcStation is completely set up and ready for use. Assembly was a breeze and the durable work surface is valuable for more than just welding.



RPM's continuing do-it-yourself shop series shows how you can put together your own modern workspace, too!

2. This is what we started with: the Miller 30SX (left). Although nice, we were ready for more room.

story by

Toby Brooks

We admit it. We've been a little tardy on *RPM Hardcore Horsepower Garage* updates lately. It isn't because we want to be,

mind you. It's just that between project cars, print deadlines, and mindless Facebook time, we've been a little overrun lately—and being overrun leads to stress. And nothing beats stress like laying some nice beads out in the garage. That settled it...it was

time to upgrade our welding station for an upcoming issue.

Our first call was to Welding Supplies at IOC, the largest Miller dealer on the internet. After browsing their site, we selected a number of items to fully outfit our existing Miller 30SX Arc

Station with pretty much every possible tool and toy imaginable, including a 30S side work bench (#951167, MSRP \$466), a set of cool Miller bench clamps (#300613, MSRP \$48), a side shelf (#300680, MSRP \$63), a convenience kit (#300614, MSRP

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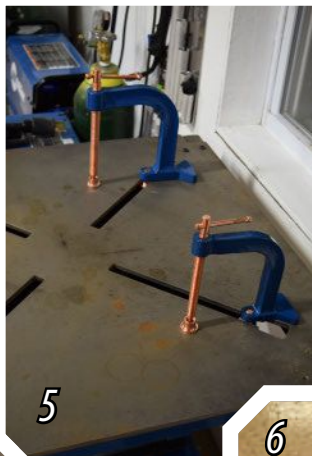


3. Our accessories arrived safe and sound in less than a week after ordering.

4. The 5-inch Miller bench vise is a heavy-duty piece that bolts to the supplied mount and simply slips into the top of the table once the modular plug is removed (bottom left).



4



5

5. The Miller X-clamps are an excellent addition and are easy to use and versatile tools for holding material in place during any welding process.

6. Next we assembled the 30S work bench and attached it to our existing 30SX work bench. We then started outfitting it with all the other accessories, including this side shelf.



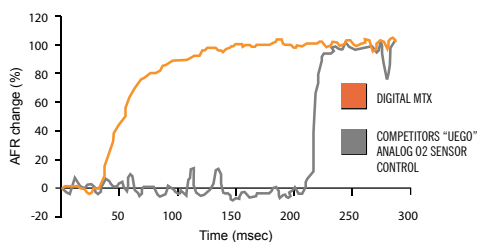
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7

7. Here the vise, clamps, side shelf, and convenience kit have been installed using the supplied hardware.

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8

8. This handy bracket keeps the MIG pliers handy. A place for everything and everything in its place makes for a happy shop.

9. With everything bolted together, we then snapped on the cool blue translucent weld curtain to protect the wall from slag and sparks. We also ordered up a number of protective items from Miller, as well, including an auto darkening helmet, a welding jacket and sleeves, and MIG and TIG process gloves. Coupled with our Miller Diversion 180 TIG and Millermatic 211 MIG and filler rod and wire from IOC, we should be ready to rock and roll.

\$43), a vise mount and bench vise (#300611, MSRP \$192), and a 60-series weld curtain (#300686, MSRP \$165). Within a week our items arrived and it was time to assemble.

Assembly was a snap and within two hours we were up and running. To finish our welding station off, we found a pair of

science lab stools on eBay and put them in place. We also stocked up on simple stuff like wire brushes, magnets, and other supplies at the local import tool store.

We are now fully equipped and ready to expand our meager MIG and TIG welding skills. Now to find a mentor. And some time...

Speaking of time, tune in next time when we break out our new sandblast cabinet and show you how to cut sandblast masks using our Copam vinyl cutter and supplies from US Cutter. Until then.... ■

10. Lastly we ordered a pair of steel lab stools from eBay to complete our station. We didn't want anything that would burn easily like vinyl, so these did the trick perfectly and were relatively inexpensive. We also mounted a nice long power strip just above the weld curtain.

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KIND

story by

George Pick

photos by

Tia Elizabeth



Walking toward Doug Fields' 1971 Chevelle SS, you get a feeling that you're in for a really nice musclecar. As you get in for a closer look, though, and notice the beefy meats out back, side exit exhaust, and stance that is anything but typical, you know that something special is lurking within the

confines of the ultra-straight golden shell.

"As long as I can remember, I was always around cars," said Fields. "My dad was a bodyman by trade and also built hot rods for himself at home. I guess that is where my passion for cars all began, and growing up my favorite car was always the SS Chevelle. Eventu-



ONE OF A KIND

My dad was a bodyman by trade and also built hot rods for himself at home. I guess that is where my passion for cars all began, and growing up my favorite car was always the SS Chevelle. □

-Doug Fields



NICE PLATE

Fields freely supports the Pro Street movement, even with a backseat!



PUMPED UP

A MagnaFuel fuel systems pump pulls from the trunk-mounted aluminum fuel cell.



GOOD FROM ANY ANGLE

The '71 Chevelle SS is definitely a one of a kind build that combines hardcore horsepower with stunning good looks but keeps the essence of "musclecar" alive throughout.



ATTENTION TO DETAIL

Every line and gap and even the factory rocker panel welds on the Chevelle are as close to perfect as humanly possible. Of course it helps when you are starting out with all unmolested factory GM sheetmetal.



ally, I became a bodyman by profession and have been so for over 25 years now." Fields would eventually own his first Chevelle SS, but being a forward-thinking young man of 19, he decided to sell it to help gather up

a down payment on his first house. "Ever since selling my first Chevelle, I always knew I had to have another one," he recalled.

Years later, Fields would find another Chevelle and began his first frame-off restoration project. The car turned out top-notch and soon he would hit the streets and shows to display his handiwork.

"I took it to the 'Run to the Sun' show in Myrtle Beach, SC and ended up having someone make me a serious offer on the car; one in which I could not resist, so I ended up selling that car as well."

Fields' next Chevelle would almost fall into his lap. "I worked at a local paint and body shop and a co-worker would always tell me about a Chevelle that his grandmother owned. 'She's had it since new, and you have to go have it a look at it,' he would say," explained Fields. "They were thinking of selling the car because it was in the

way, sitting outside and no one was interested in restoring it. I really didn't pay any mind to it and kept thinking it couldn't be as nice as he said it was. One afternoon I gave him a ride home and saw the car—and yes, it was just as he described and I knew I had to have it."

The car actually went far beyond what Fields expected to find sitting there out in the elements. He knew instantly that it would make a nice project car, and since his garage was now empty, he had just the home for it. "While everyone else was purchasing and restoring Camaros, my heart was still with the Chevilles," he added.

The 1971 Chevelle SS now owned, built, and driven by Fields was purchased about 11 years ago as an all-original package that was transformed over four years into a completely unique build.

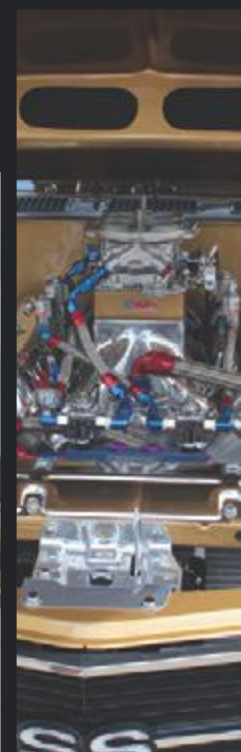
"This build took over four years total and with having two kids in college at the same time, I had to work on it as the money came along," explained Fields. "The last two weeks of the build I worked on it every chance I got in order to get it ready for the Super Chevy Show."

Initially, the '71 was slated to be built into race car, but Fields changed his mind about halfway through and decided to go in a street machine direction with it.

"Part way through the project I just thought to myself that this car was too nice to just race, and was definitely show quality. So, with the help

DUMPED AND RAKED

The dropped stance of the Chevelle attracts attention, but Doug was able to maintain that cool rake we all love.



of my best friend W.L. Amiss, I was motivated to make this car into a one of a kind street machine."

Fields set out to make massive modifications to the car, but still keep that muscle-car look and feel.

The Chevelle has the best of many worlds built into it, but it is what you don't immediately see that's most impressive. A keen eye might—and we mean *might*—pick up that the original rear frame rails were moved in six inches on each side, but they look completely factory original. To match

that work, the factory rear wheel tubs have been moved in, sectioned, and widened and the trunk floor was modified for the rear ladder bar/coil over suspension.

Remember the sleek side exit exhaust? Well to accomplish the tight squeeze up to the Chevelle body, Fields cut and boxed the frame so that the oval exits are actually inset into it...now that's trick!

A frame-off restoration was done before any of the cage or custom chassis work was tackled. As you can guess, all body modifications to the

factory GM steel were done by Fields himself and include a custom one-piece firewall, custom fender wells, and fender tops that are molded to blend in with the aftermarket cowl hood. That hood by the way was cut out and smoothed to look like a factory piece. The stunning custom gold paint job with black stripes was expertly applied by Mark Lloyd out of Montpelier, Virginia.

565 cubic inches of big block Chevrolet built by Randall's Racing Engines takes up the real estate under the hood. A tall deck Bowtie block





TOUGH ACT TO TOP

The vinyl roof just “works” with the black stripes on the vibrant gold body.

ONE
of
A
KIND



APPROPRIATELY TIRED

The meats out back are just enough and not too much. The 13.5-inch Mickey Thompson tires are just right on the Chevelle, giving not only loads of grip when needed but also lots of trunk and passenger space for Fields over big tire builds.

SS
454

PRETTY. NASTY. PRETTY NASTY.

Anything that isn't chrome, stainless or polished under the hood...wait a minute, **everything** is chrome, stainless or polished under the hood! Don't be fooled by the bling though, the big block made almost 900 horsepower, and that is before adding the available nitrous! Fields has somehow made it so there are no visible wires under the hood of the SS and he is personally responsible for the ultra-clean work done on the firewall and wheelwells.



was filled with a Crower crank and rods that swing J.E. nitrous pistons, bringing compression to 11.5:1. A custom Lunati solid roller camshaft was slid in and “Big Brodie” fully CNC’d

cylinder heads hold T&D shaft rockers. A Quick Fuel 1150 cfm Dominator-style carb sits atop a Pro-Filer Sniper intake. While the Chevelle engine is definitely dolled up to be a show-stop-

per (and *winner*), make no mistake, it has the guts to get the job done. On the dyno, the combination produced 883 horsepower and 723 lbs of torque, naturally aspirated. Add a



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ALMOST STOCK. ALMOST.

Fields rightfully chose to maintain as much of the original interior as possible and masterfully added a full array of aftermarket gauges and subtle nuances such as the hand-crafted console top. If not for the side bars, you would hardly notice the 12-point cage. The back seat has been crafted to look just as it would if GM decided to move the rear frame inboard, enlarge the wheel tubs and stick some 13.5" meats under the back...and still want to carry passengers.



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QUICK TECH SHEET

DOUG FIELDS 1971 CHEVELLE SS

Chassis type & mods: Factory frame with the rear frame rails moved in six inches on both sides. Rear wheel tubs were cut and widened six inches to keep the factory look. Trunk floor modified. Chassis was also completely boxed in and has round tube transmission cross member. Custom mid-plate, motor plate, and 12-point cage by Bret Hamilton Race Cars.

Suspension: FRONT: TRZ upper and lower chrome moly A-arms. Koni shocks with Moroso drag springs. Quick-ratio steering box with custom drag link. Two-inch drop spindles. Wilwood front brakes with cross drilled vented rotors. REAR: Chassis Engineering adjustable ladder bars with Strange double adjustable coil overs shocks. Wilwood brakes with cross drilled vented rotors.

Body & paint: All-original GM sheetmetal except for custom four-inch hood. Car was taken down to bare metal and all body gaps and lines were put back to precise specs. All body modifications were done by owner including custom firewall & fender wells. Fender tops molded to blend in with cowl hood. Custom paint by Mark Lloyd of Montpelier, Virginia.

Engine: 565 ci tall-deck Bowtie block. Crower 4.250 stroke crank shaft, 6.700 Crower rods, custom JE 11.5:1 compression nitrous pistons, custom Lunati camshaft and Crower lifters. ATI Super Damper with a custom billet roller timing chain. Fully CNC-ported Big Brodie cylinder heads with T&D shaft rockers. Quick Fuel 1150 carburetor mounted on a Pro-Filer Sniper intake.

Dynoed naturally-aspirated at 883 horsepower/730 foot-pounds of torque.

Power Adder: Polished direct-port nitrous system, one stage that is adjustable from 100-500hp. Currently set on 350hp.

Electronics: MSD Power Grid system

Transmission: BTE Powerglide. ATI nitrous converter, 4500 stall on motor and 6800 on nitrous.

Rear differential: Pat Bennett custom built 9-inch Ford rear housing with back brace and 3 1/2 inch axle tubes (all black powder coated). Moser aluminum center section, 35 spline axles and spool currently set up with a 4.56:1 gear for motor passes.

Miscellaneous: MagnaFuel fuel system and fuel cell mounted in trunk. Alumina Star wheels, one piece billet fronts and beadlock rears. Mickey Thompson 28x7.5 front tires and 30x13.5 E.T. Street rears. Custom console cover, custom dash pad and upholstery done by Stingray's Upholstery. Frame was cut and boxed for custom exhaust to fit closer to the body.



BLOCKED FOR HOURS

An arrow-straight body and flawless trim work coupled with a killer power plant makes this Bowtie beautiful and beastly all at the same time.

healthy direct port injection of say around 400 horsepower of nitrous oxide to that and Doug's Chevy is throwing out well over 1,000 ponies!

A custom BTE Powerglide transmission with Pro Tree trans brake, Dedenbear case, and ATI nitrous converter backs up the healthy rat, while a Pat Bennett Race Cars custom-built Ford 9-inch rear diff equipped with an aluminum center section, 4.56 gears (for all motor runs on the drag strip), a spool, and 35-spline heavy duty axles transfer the power to

the "just big enough" Mickey Thompson 30x13.5 E.T. Street rear tires. The car is suspended out back on Chassis Engineering ladder bars and Strange double adjustable coil-over shocks. Up front, TRZ upper and lower chrome moly A-arms are used with Koni shocks and Moroso drag springs with two-inch drop spindles.

"I anticipate running the car on the strip in the near future just for my own curiosity," said Fields. "Based on horsepower to weight ratio and the rest of the parts

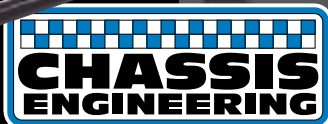
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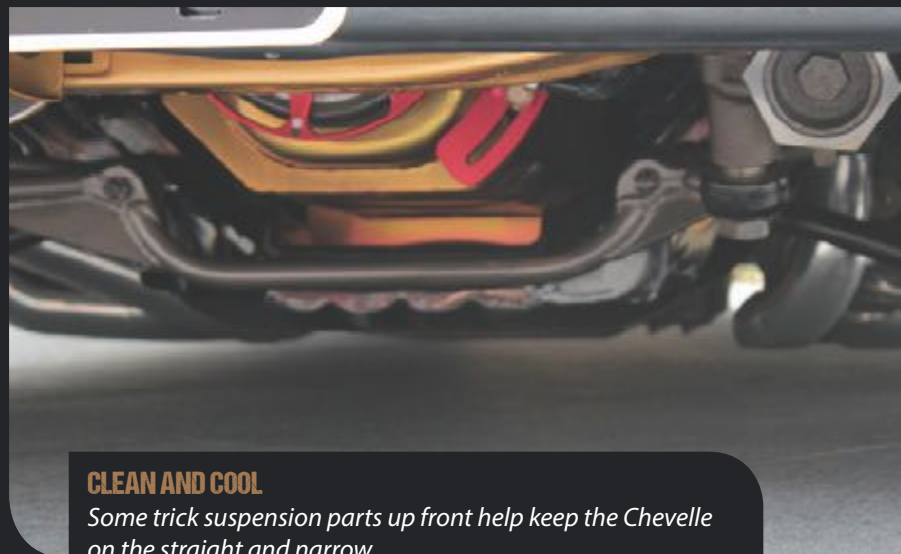
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we have to back it up, we're hoping to run around 8.50 on nitrous."

Wiring has been redone front to back and no wires are visible under the hood. Power wise, an MSD Power Grid system takes care of everything and Fields can set and adjust his tune-up through his laptop computer.

Inside the '71, once again, you have to look hard to find the trick items and work completed, including a stealthy 12-point cage installed by Bret Hamilton Race Cars that you would hardly know is there if it wasn't for the side bars. The dash was custom modified for the cage and the dash



NICE OUT BACK, TOO

A custom Pat Bennett Race Cars 9-inch rear is complemented by a Chassis Engineering ladder bar set-up and Strange double adjustable coil-over shocks.

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continued on page 76



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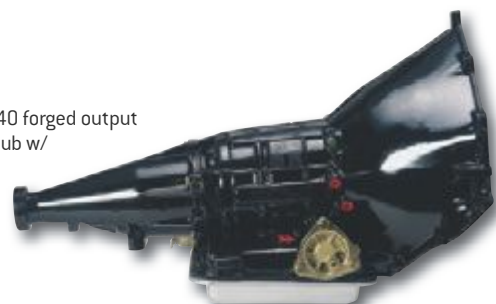
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The Chevelle has captured nu-

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"It's so easy to go in and cut everything out," added Fields. "But when you are trying to save the original look and feel of the car to make it one of a kind, it is twice the work...and worth every minute of it!"



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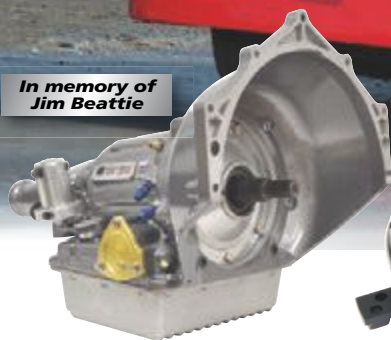
Heads turn as the big block powered Chevelle roars into town.



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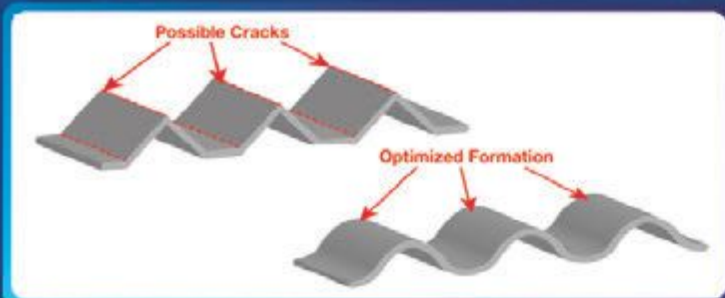
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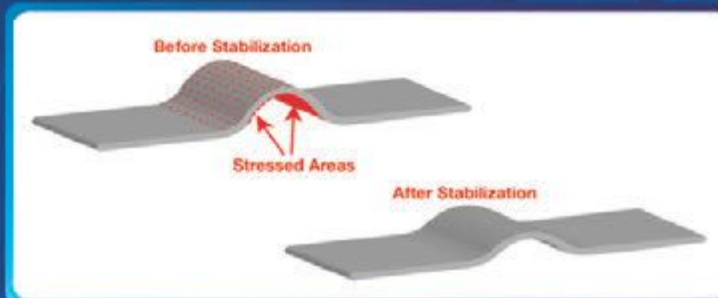
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Grassroots RACING



story by

Jessie Sharpe

photos courtesy
thephotoguys.ca,
Mark Ackert, and
Jessie Sharpe

>> *Pro Tree Racing
Association makes
its mark with a
new form of drag racing*

Remember when racers would line up on airstrip runways with a flag person in the middle to key the race? Fueled by their love of horsepower, car owners did whatever they could to make their car as quick as possible, just to feel the anticipation of that flag dropping and the pure adrenaline rush of

hammering on the gas and careening down the strip at excessive speeds, all to beat the guy (or girl) in the other lane...and of course get the bragging rights that went along with that. The Pro Tree Racing Association (PTRA) is bringing that feeling back to drag racers of Ontario, Canada and Northeast United States.

GREEN MEANS GO

AJ Donaldson in the finals (near lane) against Eric Webber far lane. Donaldson's nitroused Fox bodied Mustang would capture #1 spot and set a class record running 4.79 at 147mph!

With the drive and passion to create something new, all that hardcore drag racing enthusiasts Kelly Cooper and Glenn Tovey needed was the formula to make it all work, and that formula was Pro Tree style racing in a bracket racing format! The first class

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racing of its kind was introduced in 2012 exclusively to St. Thomas Raceway Park, Sparta, Ontario, Canada. Now, heading into their fourth season, the PTRA has not looked back and boasts that they offer drag racing enthusiasts, participants, and spectators alike “the real deal, with the feel of the yesteryear.”

Both Cooper and Tovey possess an extraordinary background in fast cars. From Tovey’s 20-plus years behind the wheel which landed him several wins and a 12.00 Index Championship, to Cooper’s heads-up involvement piloting Tom Craig’s all-motor Camaro that captured the title as Canada’s quickest and fastest naturally-aspirated small block car on 29.5 x 10.5-inch tires. And also supporting his wife Sue in her turbo’d 1986 Pontiac Firebird, Cooper has helped her get to the winner’s circle several times and win a 9.90 Championship of her own.

“We are of the mindset that ‘pro tree’ racing is the purest form of drag racing. It is more grassroots, like in the old days when the person, usually a female, stood in the middle of the two cars and dropped her hands to start the race,” said Tovey.

The first classes to emerge

from the new organization were Pro Comp, which is .400 pro tree, ET Break 0 to 7.00 seconds in the eighth-mile, and an Open Comp class which is .500 pro tree, ET Break 6.40 seconds and slower in the eighth.

Tovey came up with the rules and reviewed them with Cooper and their new PTRA team, and once everyone was on the same page they forged ahead. Rules such as no delay boxes permitted (they must be removed, zeroed out, or taped over by a tech official) and the prohibition of down-track throttle stops were included. On the other hand, items such as trans brakes, two-steps, line locks, and air/electric shifters are permitted—as are power adders and data recorders. Lane choice goes to the driver with the best reaction time from the previous round and NHRA safety must be followed. The organization has been tweaking the rules ever since and for complete info and rules you can visit the group on www.protree.ca.

With no membership required, all are welcome to race as long as you have slicks or drag radials and can pass tech inspection. That includes dragsters, alteredds, sleds, motorbikes, imports, and a variety of other



GRAB YOUR OVEN MITTS, BRO

Dave Cooper (driver’s side) getting a helping hand from Nathan Cooper, to get the flamed hood back on his cool 1976 Corvette.



THE BOSS’S BOWTIE

Glenn Tovey wheeling his very well known ‘68 Chevelle.

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LET'S DO LAUNCH...
Sue Cooper squares off against Dave Cooper.



OBLIGATORY RED CAMARO PHOTO
John Cudizio and the Muscle Machining Team prep the Camaro for Limited Street action.

street machines, as long as they meet their class requirements.

The PTRA formed their first race within a month with a few sponsors eagerly coming on board, including Belmont Automotive, Griffin Autotek, Silverbird Towing, Performance Unlimited and DragNDen Photography. The inaugural race was called "End of the World," as the Mayan calendar had predicted that the world end on December 21st 2012.

Much to the surprise to the PTRA staff, 30 cars showed up to the race, but unfortunately rain washed away all hopes for a complete event. Not to be deterred, the PTRA group wanted to show their appreciation for all those who showed up. First, for those who wanted their money back, they received it. Then the rest agreed to have their tech cards placed in a box to pull for a winner, runner-up and semi-finalists.

"It was a success and out of that racer lottery we came up with our simple awards ceremony that everyone still seems to enjoy today. The racers that came said it was the best rain out ever!" Said Co-

per. To this day, winners are awarded either an amount of money or prizes. Even losers are winners to the PTRA, as they have set up a prize called "Winner of the Losers" where all non-winners are placed in a hat, then drawn until all the prizes are gone. "It's a great way to win something if you stay to the end!" he added.

Since they survived the end of the world, 2013 saw the PTRA create the "Survivors Series" for their second season and with new sponsors the door was opened to greater possibilities with interest in the newly formed PTRA gaining momentum.

Now, to bring egos into the PTRA picture, a heads-up "East vs. West" class was added in for the 2013 season. The rules are simple: 10.5-inch slick, drag radial, or the equivalent of an ET Street in the eighth-mile. A four-foot tall trophy and all the bragging rights you can muster is the prize instead of the payout. Even pro mods are welcome as long as they have the right tire. The record to beat in this class is a 4.79 set by AJ Donaldson of Windsor, Ont., in his fast 1987 Fox body Mustang.

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LET ME HELP YOU BEAT ME

Fellow competitor and racer Paul Silva tuning Ernie Zambri's 1986 Mustang. It is relatively commonplace to see one competitor help another at the PTRA.



By 2014, the PTRA added the quarter-mile Trophy Comp class with a lower entry fee and limited set of rules as an introductory class for beginners—for those who want to try pro tree racing without going against the heavy hitters. 2014 also saw racers travelling longer distances to join in on the action and each event took in 25% more attendance. News of the newly formed association had definitely spread.

And now, for 2015, the series looks to grow again. The PTRA has added a new Pro Stick Comp class and have also teamed up with the RPM/LUCAS OIL War In The North event. Also for their 2015 season, the PTRA teamed up with The Sparta Small Tire Shootout for their "Grudgement Days" and have added a Jr. Dragster Pro Tree class for their "Spring Shootout" and "Fall of Champions" events. Their War In

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ENJOYING A TALL ONE

East vs. West 2013 (from left to right): Glenn Tovey Vice President of PTRA, Winner AJ Donaldson, Chris from Skinny Kid Race Cars, and Kelly Cooper, President of PTRA.



SMOKED CITRUS

Zack Cudizio lightin' up the hides on his gorgeous 1991 Firebird.



The North lineup will be the only event to feature the X16 class. With payouts of \$4500 for the July 4 date, a qualified field, .500 Pro Tree and delay boxes allowed. This class should bring an exciting twist to the

quick-16 race format! Each of the PTRA staff has a role to make sure everything runs smoothly. Cooper gets to run the show, Tovey became a licensed NHRA tech inspector for STRP to oversee all racer issues. He's the



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RIDIN' THE RAILS
Charlie Chase in his 2010 Danny Nelson Racecraft dragster takes on the doorcars.

guy in the middle of the staging lanes making sure everyone is where they should be and compliant with the rules.

His son Rick, who is also a tech inspector, helps give his dad a hand when needed. Dee takes charge of the money, tech

cards, and racers concerns. And Sue has the most fun—she gets to race, plus looks after the web-site and everything

that goes on behind the scenes.

The PTRA money goes back to the racers and the track as the organizations

goals are to not only attract people back to the St. Thomas facility, but to create a fun, exciting environment- some-



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K. Anderson

2013 NMCA EFI Champion D. Risky

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WHITE LIGHTNIN'

Jeff Vance gets lined up to take the first East vs. West trophy in his nitrous-injected 2000 Camaro.

thing that families and friends can enjoy together and build friendships through racing that last a lifetime.

What started out as acquaintances meeting at the track is now flourishing into a close-knit family of friends that share the same passion for seeing the success and longevity of the PTRA and the track they call their home.

So what does the PTRA staff get out of it? Both Cooper and Tovey agree. "We do this for the fun, friendship,

competition, and the betterment of the sport. It puts a smile on our face to know that we have had a hand in the joy and stories the racers are talking about around the campfire after a great day of racing," they said.

PTRA would like to thank the following sponsors for their continuing support in 2015: Performance Unlimited, Belmont Automotive, Silverbird Towing, Chase Insulation, Perfect Image, Western Overhead

Door, E Shine.ca, Boomer and Deb Duquette, Klotz/Rynotech, Cheap-side Auto/London Rustcheck, Misener Motorsports, DragNDen Photography, Westside Performance, Bear's Performance and Swick Family Racing. Also, a big thanks goes out to St. Thomas Raceway Park, and the racers and fans of the PTRA!

Check out PTRA's site for more information on the series and race dates: www.protree.ca



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A FAMILY

by **George Pick**

>> *W.G. Miller makes sportsman racing in his '67 Chevy II fun for the whole family!*

As the saying goes, "the family that plays together, stays together." For Shelbyville, TN horsepower enthusiast W.G. Miller, his family games just happen to involve several hundred horsepower, thousands of miles in road trips, then beatin' the heck out of his car most weekends during the spring and summer.

"I have a 1967 Chevy II Nova that is completely street legal, tagged, and insured that I travel throughout the southeast with bracket racing with my family. We've even named the car 'Fancy,'" explained Miller.

You could say that Miller is actually carrying on the 'family car' tradition from his father who was responsible for his interest in all things automotive.

"My dad used to buy and sell race cars and actually bought and sold this very car four times!" he laughed. The last time the Nova was re-acquired was in 2001, and this time father and son decided to rebuild it together to let W.G. try his hand at bracket racing.

"Dad had been racing since the early '80s, so I grew up at the race track. It took a few months in 2001 to revamp



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While the two-door post Deuces are not as common these days, W.G. Miller has rescued this all-original steel '67 and kept it true to its roots—which almost from its birth was drag racing.

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the Deuce and then we hit the track with it. I was instantly hooked on cars and the sport. I'm 30 years old now and have not looked back. Now, I travel the Southeast in an RV with my wife and children hitting up the big bracket races every weekend. I see many more generations of racing to come for my children, age two and three, as they beg to go racing every weekend!"

The big difference between Miller's Chevy II and most cars you see in the sportsman bracket classes on any given weekend at the drag strip is that his Deuce is completely

street legal and often driven.

"We wanted to be able to drive the car—not just race it—to get the most enjoyment possible out of it," continued Miller. "The car actually has racing history dating back to 1970 though, when it was originally built for the drag strip to be the first Super Stock Modified car in the country. A man named Floyd Maxwell from Middle Tennessee was the first one to make it a race car. We took it one step further and dedicated the car to both strip and street duty."

The two-door post Chevy II was built using a



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UNDER THE HOOD

The engine compartment and 406 small block are kept meticulously clean by Miller and his family. The engine was given the 'blacked out' treatment by powder coating the intake, valve covers and various other parts which add an excellent contrast to bright orange paint and NitroPlated headers.



custom fabricated back-half chassis with 12-point roll cage and a hefty pair of rear wheel tubs to make room for the 14-inch wide back tires. The

chassis went in for updates at Tinnin Racing Suspension before the most recent makeover in 2012.

"Matt, the owner at Tinnin, has exceeded

all my expectations," said Miller "They built all the suspension and the car works great." Tinnin fabricated much of the ladder bar rear suspension and

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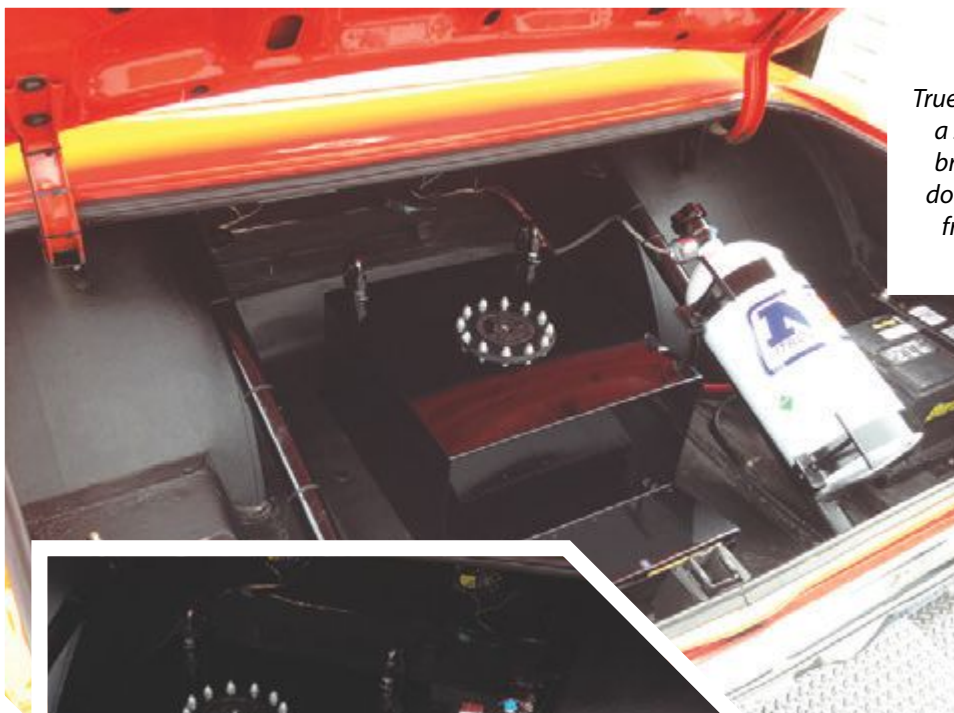
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added double-adjustable Afco racing shocks and springs out back. Miller kept the front mostly original with the intention of giving the car that cool stance that comes with a '60s drag car.

The car was originally built for a manual transmission but was later converted to accept a two-speed Powerglide trans. Miller currently runs an FTI trans and converter combination. Out back is a Ford 9-inch rear that has been built using Strange axles, spool, gear set, and center section.

Under the hood of the Deuce is a stout 406 small block Chevrolet mill built by Gale Pinkston from Shelbyville, Tennessee. Starting with a Dart block, Miller added a Callies rotating assembly, a Comp Cams camshaft and Brodix heads with Jesel rockers, all topped by a Brodix HVH intake and a 1,000 cfm 4150-style APD carburetor. Adding a little extra punch as needed,



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QUICK TECH SHEET

W.G. MILLER 1967 CHEVY II NOVA STREET LEGAL DRAG CAR

Chassis type & mods: Back-half chassis and 12-point roll cage.

Suspension: Tinnin Racing Suspension fabricated backhalf with ladder bars. Afco double adjustable rear shocks and springs. Front remains stock.

Body & paint: Factory GM sheet metal bumper to bumper. Custom paint by Walker Custom Paint in Cullman, AL.

Engine: Assembled by Gale Pinkston from Shelbyville, TN. 406 SBC with Dart block, Callies rotating assembly, COMP cam and valve springs, Jesel rockers, Morel lifters, JE Pistons, Total Seal rings, ARP Hardware, Brodix 11x CNC heads, Jeff Johnson billet oil pan, APD fuel system, Stahl headers coated by NITROPLATE, Champion plugs.

Induction: Brodix HVH intake, 1000cfm 4150 APD carburetor.

Power adder: Nitrous Express Alky plate 350hp nitrous oxide kit.

Electronics: K&R electronics through the entire car along with MSD.

Transmission & converter: FTI two-speed Powerglide transmission and FTI converter.

Rear differential: Ford 9-inch with Strange axles, spool, gears and third member.

Sponsors/Supporters: Mickey Thompson Tires, NitroPlate High Performance Coatings, K&N Air and Oil Filters. Mike Laws from BLP Products has come on board as a major sponsor for the 2015 year.

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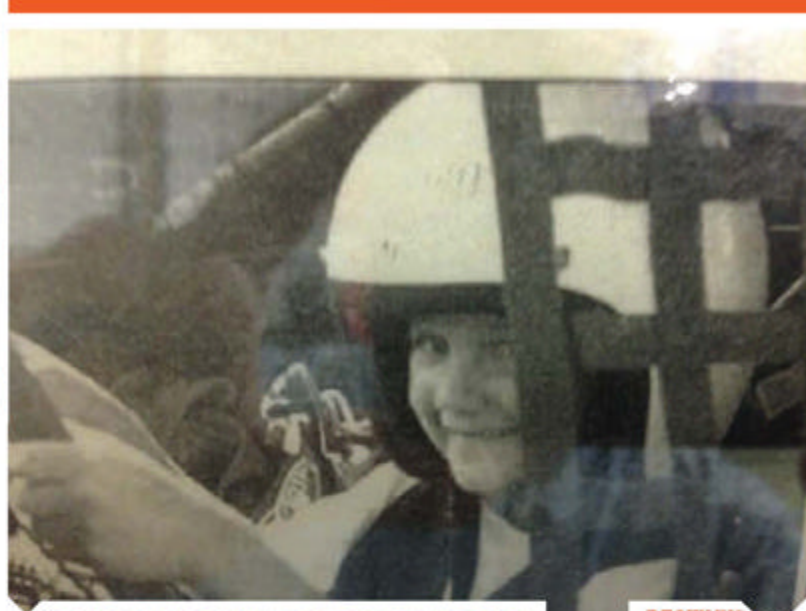
Gage and Jep Miller enjoy racing as much or more than dad!

an NX (Nitrous Express) "Alky Plate" 350 hp nitrous oxide kit has been plumbed into the mix. Rounding out the package are the NitroPlate coated headers which, combined with the black coated valve covers and intake, add incredible wow factor to the

extremely clean engine bay.

It is almost unimaginable, but the sheet metal on the Deuce is all 100% GM factory original and probably remained so clean due to the fact that the car has seen more track duty than street. "The body and paint is where

the name "Fancy" came from," said W.G. "I dropped the Nova off to Mark Walker of Walker Custom Paint in Cullman, Alabama in November 2013. We had plans of just a regular paint job, but that quickly changed after we started. All I wanted was the special



DESTINY?

W.G. as a child sitting in one of the many race cars his father owned. Even at five years old, he couldn't wait to get behind the wheel!



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mix orange and he came up with the rest. Mark had a vision and I let him run with it. He spent eight weeks stripping the car to metal and starting from the ground up. He busted his tail working day and night and boy does it show. It sure does get attention."

Inside, Miller chose to stay with a very comfortable mix of old school and race. Since the car is used both on the street and strip, he kept the area mostly original with the exception of the aluminum racing seats which have been covered to match the black factory interior theme. Other touches include a billet shifter, a few expertly placed buttons and switches, and of course,

aftermarket gauges carefully set into the original Chevy II dash.

It has been 11 years now since Miller caught his need for speed and he currently attends over a dozen large bracket events each summer, participating in classes from No Box and Foot Brake to Super Street. And, while he isn't going out and setting any ET and speed records just yet in his racing career, we firmly believe he has discovered the secret of success in motorsports...having fun and spending time with your family while doing it. After all, time is the one thing you can never get back! ■



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story and photos by

Chuck Scott

>> *We take the next step to modernizing our old tow rig with IPCW replacement lights and a grille from Status*

With new diesel F-250 pickups running into the upper \$60,000 range, we decided it would be worth the upgrades to freshen our 15 year-old reliable Powerstroke instead. The

newer trucks actually still have very similar overall body styling but our lights and grille really show how dated our old truck really is. Our 2000 F-250 is still in great mechanical condition and has

maintained its original red paint's gloss very well for having sat outside covered in dust for sometimes months before getting to stretch her legs.

We found new power with an Edge CTS

tuner and Snow Performance Tow Max water/methanol injection back in November, and even more in February with a big 5-inch turbo-back stainless exhaust from MBRP. Then we started on the appearance of



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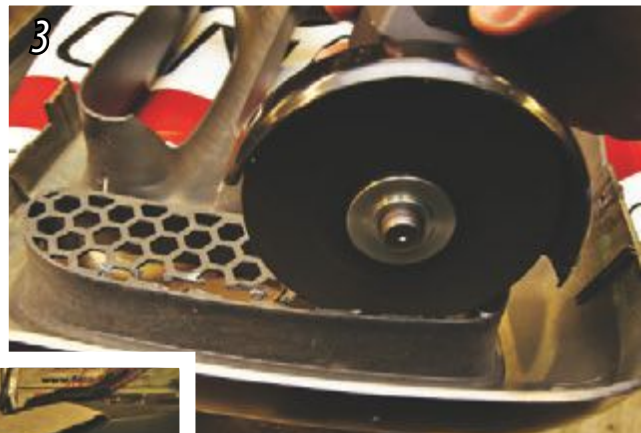
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1: The first step in a better looking face is to remove the OEM grille. The grille just has a few screws running across the top and four clips underneath. After removing the screws up top, you can spread the clips with a flat head screwdriver while gently pulling out on the bottom.



2 & 3: The blue tape shows where to cut. Notice we aren't cutting too close to the border here. We have to leave the rim of the center for our new grill section to bolt to. We used an angle grinder with a 4.5-inch cut-off disc. After cutting out the center, smooth up your rough or sharp edges and paint the remaining grill if you want.



4: With the new grill mocked up, simply mark the outer grill shell at each of the pre-installed mounting brackets. Now you can see why we did not cut the grille all the way to the border, as we needed that old inner rim to mount the Status Grille. Remove the Status Grille and drill all the mounting points you marked. Then re-install the insert with the supplied hardware. Leave the nuts a little loose so you adjust the insert a bit before locking it down.



5: With the new Status Grille mounted in the old OEM grille shell, we checked to make sure it is centered and the mounding depth is consistent. We decided to re-paint the shell with some spray on bed liner to give it a similar textured finish and color as our ICI Magnum bumpers. Status Grilles custom builds the grilles to order and offers three different nickel plated spike sizes (ours is the low pro), custom made center emblems, and color combinations to fit any taste.



7: The new lights won't be using the smaller OEM parking light bulb, so we used the wires to power the halo rings and the three LED lights. Be sure to check which wire is hot because LED lights are polarity dependent. Once the LEDs and halo rings are connected, the OEM socket harness is plugged into the new light's harness and the large OEM park/signal light is installed into the bottom of the new light just like the original. The large park/signal bulb is clear since it was originally behind an amber lens so it is a good idea to swap it out for an amber replacement.



8: You can literally install the new LED MEGA third brake light in about five minutes. The crusty old factory light is held in with two screws. Once it is loose, just unplug the harness and find the nearest trash can. The new IPCW third brake light separates into two sections, the LED bar and the base. The base is attached to the truck by the two factory screws where the old brake light was mounted. The LED light bar plugs into the factory harness and the light bar goes on the base with four provided screws.

9: Besides a much more dramatic long brake light you are also rewarded with a nice bright cargo light.



10

10: The taillights are probably even easier to install than the third brake light. Drop the tailgate and remove the two bolts right inside the jamb area. Give the lights a little tug to pop

them out. On the back side of the new LED taillights, the factory back up bulb goes in the bottom of the new light and the LED harness plug fits into the OEM socket just like a bulb. The new IPCW light goes right back on like the old light.

the truck in April with some super heavy duty ICI Magnum fabricated bumpers and some super bright LED auxiliary lighting from Vision X. Now we move on to a hardcore blacked-out grille

from Status Grilles, matching halo projector headlights, a pair of LED taillights, a LED MEGA third brake light, and a 60-inch LED tailgate light bar from IPCW.

11

11: The IPCW 60-inch LED light bar normally installs with 3M adhesive mounting tabs to the painted surface of the bed between the bottom of the tailgate and the bumper. On our truck the ICI rear bumper has a thick vertical ledge across the back that would prevent the light from being seen. The only option was to remove the adhesive mounting tabs and screw the light directly to the rear lip of the bumper. Once the light was centered, the mounting hole locations were marked with a spring loaded punch and drilled. A few new 1/2-inch metal screws with the same finish washers from the IPCW hardware and the LED light bar was then installed. 12 (page 101): The wires are run behind the bumper down to the trailer tow socket to operate the signals and brake light. To get the backup light to work, the loose white wire will need to be tapped into a positive reverse light wire from the taillight harness.

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13: All finished! With this much brake light candlepower, if anybody rear ends this truck with the brakes applied, it is safe to say they deserve to eat the massive heavy steel ICI rear bumper!

With our F-250 all dressed up with places to go, we think it's about time it gets some fancy new shoes to match. Stay tuned for a few finishing

touches on the appearance and a little more tow prep. Our truck will soon be ready to hook to a trailer and hit the road! ■



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PROJECT
BACK
ON TRACK**ENGINE MOCK UP: PART 4**>> *Mocking up the engine, plumbing, and exhaust in our third gen Camaro Project*by **Blake Robinson**

Measure twice and cut once. This old adage has been our approach to this build since day one, but as we all know, “stuff” happens. With the new 3-inch radius 90-degree bends now in hand, we were ready to knock out the hot side for the turbo and move forward with more of our component mock ups.

Since the planned routing of the exhaust has changed, we figured it would be smart to go ahead and mount the vacuum pump from GZ Motorsports we will be using on our small block.

GZ Motorsports was founded in 1985 by Greg Zucco. Currently they research, develop, and market high-performance automotive accessories. Products include: bolt-on alternator single-wire kits, racing vacuum pumps, crankshaft pulleys, mandrels, mandrel pulleys, vacuum pump pulleys, breathers, oil/air separator tanks, hoses, relief valves, and fittings. Greg also works closely with engine builders and racers on new solutions to provide that extra horsepower that is hidden in every engine combination.

The pump that we selected was the VP104 “Super Pro” series. This pump

is designed for high-horsepower and power adder applications such as our turbocharged Chevy. It weighs in at 6.5 lbs. and features a polished aluminum case, carbon fiber vanes, Rulon wipers, and provides 33 cfm for maximum vacuum.

One way to decrease blow-by and increase piston ring seal is to add an aftermarket vacuum pump. Vacuum pumps work by creating negative airflow by pulling the air from the crankcase. Pumps are rated by their airflow capacity that is measured in cubic-feet per minute (CFM) and are available in a variety of sizes. To help figure out which pump is right for

your application, GZ offers an amazing amount of information under the “Tech” tab on their website www.gzmotorsports.com.

We started by marking and drilling holes in our motor plate for the mounting hardware. Once the plate was in place, Kevin installed our pump. I installed two ½-inch NPT x -10 AN male fittings for both the inlet and outlet on the pump. We will be using one -10 AN hose from the passenger side valve cover to the inlet side of the pump. If we exceed 1,000 hp in our dyno sessions, an additional -10 AN hose will be run to the driver’s side valve cover, as well.

The outlet side of the pump will be connected to our Moroso 85467 breather tank. This tank features internal baffling with mesh media for superior separation of air and oil. Moroso also provides a panel-mount billet aluminum clamp that includes the mounting hardware.

Kevin fabricated a mounting tab and Buddy welded it to the driver’s side frame rail. The breather tank was installed using the supplied ¼-inch x 20 hardware. With the tank in place, the non-hooded, clamp-on-style filtered breather cap was installed. This style cap traps oil while allowing air to escape freely



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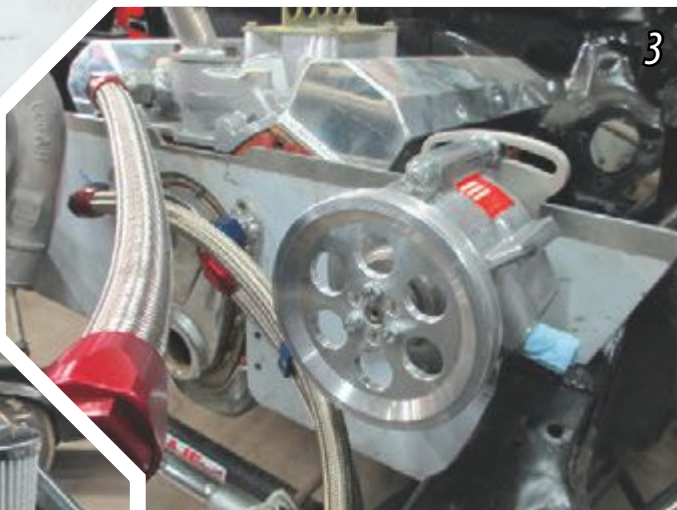
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1: With all of the components in place, it makes us wonder how pushed for space it would have been if we had gone with a BBC. Maybe one day we'll find out.

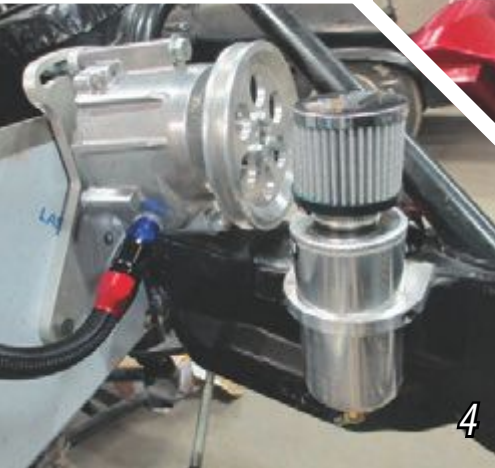


2: Kevin was able to find a spare pair of clamps to hold our vacuum pump mounting bracket in place to allow the holes to be marked.

3: The GZ Super Pro pump was mounted and the pulley was installed. GZ offers a variety of accessories for this pump.



4: The Moroso breather tank found its home in our engine compartment and although it appears to be a tight fit, the belt has plenty of room to be installed.



and is cleanable and re-usable. The breather tank was equipped with a -12 AN fitting that we will reduce down to a -10 AN for our application.

Buddy trimmed about one inch off of the bottom of our motor plate to allow us as much clearance as possible for the exhaust pipe from the headers. Kevin and I started by cutting down the new 3-inch radius bend 90-degree elbow for the passenger side. After finding the proper fitment, V-band flanges were tack welded in place on both ends of the lead pipe. We installed the bend and that was that.

Up next we trimmed and fitted one of the 6-inch radius 90-degree elbows from Columbia River Mandrel Bends and, as expected, a perfect

fit. The V-band flange was tack welded to one end, installed, rotated, and then welded to the turbo flange transition. One side down and one to go!

Kevin trimmed and fitted the driver's side lead bend, and success! So what was a major roadblock last month, was now just a piece of history. A V-band flange was tack welded to the header side of the lead and the pipe was installed. I trimmed one of the larger 6-inch radius bends down to be run from the transition flange to the new lead, and again, it was a perfect fit. It's great when a plan just falls together. A V-band flange was tacked welded in place and Kevin then tack welded it to the transition flange.

With only one piece of the puzzle to go, again another



5: These are the 90-degree mandrel bends we used from Columbia River Mandrel Bends (CRMB). CRMB offers an incredible variety of sizes and shapes of bends in several different material types, as well. You can really notice the difference between the 3-inch radius (top) versus the 6-inch radius (bottom).

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6-inch radius bend was trimmed, fitted, and trimmed some more until we found a perfect fit. Kevin tack welded a V-band flange on one end, installed the pipe, then tack welded it to the header lead pipe.

Before moving on to the cold side we needed to install a cold air intake and filter that we opted to use from Airaid. Founded in 1997, Airaid advanced the automotive aftermarket industry with the introduction of its Airaid Intakes brand of air intake systems and is now a leader in air management for both gasoline and diesel powered vehicles.

We chose to go with a U-Build-It kit for our third gen. Each UBI master kit and individual intake tubes are available in 3, 3.5, 4, 5, and 6-inch diameters. The roto-molded intake tubes feature multiple angles and straights that allow you to route the intake to any desired location in the engine compartment. The master kits include an intake tube,

coupler, hump hose, reducer, brackets, hose clamps, hardware, and a premium Airaid filter. We upgraded to one of their Race Day filters.

Race Day filters are designed strictly to keep large debris out of the engine. Constructed with sturdy polyurethane casings and a durable wire mesh screen, they are built without any filtration media. Race Day filters are intended for race day only and should only be used on concrete or asphalt racing surfaces such as a drag strip or road course.

After taking a few measurements, Kevin cut down the intake tube. We left it a little long to allow us to do a trim-to-fit once the front end was on the car. The tube was installed using a coupler and fasteners that came in the kit. With the tube installed, we now have an idea on routing the cold side of the turbo.

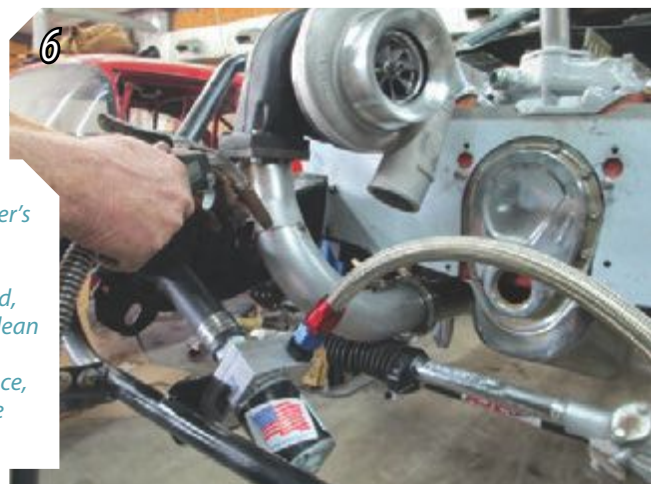
Before we could tackle the cold side fabrication, a couple of parts needed to be modified. Kevin

started by removing the flange from the turbo while we did the same to the carb hat. Both of these pieces will have V-band flanges that we picked up from Race Part Solutions (all of our cold side parts are from Race Part Solutions) TIG welded in place. With the parts prepped, our newbie to the build, Lt. Robert Slaughter, a retired police officer and member of the Beat the Heat program, welded the flanges in place. Beat the Heat, Inc. is a non-profit organization comprised of police officers and firefighters who conduct educational programs using marked emergency vehicle drag cars to gain the interest of the public.

With the flanges in place, both of the components were installed. We started by cutting down the 3-inch J-pipe that will come straight off the turbo. After a test fit, Slaughter TIG'd a V-band flange on it and it was installed. While Kevin worked on the transition

cone to allow us to go from 3-inch to 3 1/2-inch tubing, I fit the tube from the hat and had Slaughter weld the V-band flange to it, as well. I marked the position best suited for our JGS blow-off valve and Buddy cut the tube and welded the V-band for the valve to the tube.

6: *The routing of the passenger's side exhaust was pretty straightforward, making for a clean install. With it tacked into place, it was on to the driver's side.*



7: *We ran the driver's side pipe as close as possible to allow us to weld them together once it is completed. The trial-and-error process can be tedious, but it is really the best way to ensure a perfect fit.*



8: *Kevin used a hand-held grinder to prep the end of the pipe for welding and the installation of a 3-inch V-band flange. Remember, that's just a mock-up block, so no worries about sending sparks into the open crankcase.*





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RPM PROJECT CAR

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We are using a JGS600 BOV on our application. Essentially, these valves operate every time the throttle is opened enough to create boost pressure, and then backed off to create vacuum. When the valve opens, it releases the pressurized air in

the intake piping to the atmosphere in our case. The reason this is important is because if that pressurized air is not allowed to escape once the throttle butterfly closes, then the air can apply pressure on the turbo compressor wheel, putting unwanted stress on it. While this stress is very small or minimal, over time it can cause added wear to the bearings and cause the unit to fail prematurely.

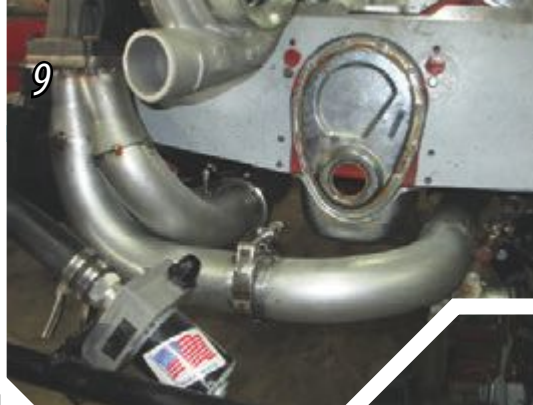
We initially intended to install our wastegate, but time just wasn't on our side, and anyways, we had a lot of loose ends to tie up. Buddy began welding up all of the tack welded hot side parts, while I began wrapping the exhaust.

I am using exhaust wrap from Design Engineering Inc. (DEI). DEI exhaust wrap is designed to

keep heat contained within the metal pipes of the exhaust system. This keeps the heat expanded longer, increasing the rate of gas flow out of the engine compartment header and exhaust system pipes. Wrapping your headers with the DEI exhaust wrap will reduce under-hood temperatures by up to 50% while providing additional horsepower and engine protection.

Design Engineering Inc. is one of the foremost suppliers of thermal tuning products for racers, street performance enthusiasts, and hobbyists alike. DEI has now entered its second decade of business, and to keep pace with their growth, a new larger facility was acquired offering four acres for future expansion.

I started by wrapping the lead pipe from the driver side



9: With the final piece properly fitted and tacked into place, all that was left to do was the welding.

10: Slaughter used a TIG welder to install a V-band flange on our compressor housing.



11: The 6-inch tubing and Race Day filter from Airaid. This filter provides restriction-free airflow while keeping large debris out of the engine.

12: The J-bend had us a little worried at first, but we worked around all of the tight fitment issues just fine.



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13: We fitted the JGS blowoff valve.

13: The transition from 3-inch to 3 1/2-inch cold side tubing stills needs a little fitment before welding, but you can see how the exhaust was routed to allow clearance for the balancer. The steering knuckle on the right made this a little tighter than expected.



14

header. The headers themselves will not be wrapped until after we dyno the engine so the tubes can be accessible for proper EGT placement. Once the entire system is wrapped we will apply a silicone spray that DEI offers as well.

The High Temperature (HT) silicone coating provides lasting protection for any hot surface up to 1500 degrees. DEI recommends the use of this coating with their exhaust wrap because it seals the material and provides lasting protection from oil, dirt and road grime.

Join us next time as we finish up our cold side, install the wastegate, and start the installation of our fuel system. ■

SOURCES

AIRAID
www.airaid.com
800.498.6951

Columbia River Mandrel Bending
www.mandrel-bends.com
800.615.TUBE

Design Engineering (DEI)
www.designengineering.com
800.264.9472

GZ Motorsports
www.gzmotorsports.com
209.296.3792

JGS Precision Wastegate & Turbo Products
www.jgstools.com
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PROJECT

APOLCALYPSE
HORSE



SHOWIN' OFF

story by **Toby Brooks**

photos by



PART 17

>> *We take a bit of a breather on our build to gather parts and to show our progress to date at the VA Hot Rod & Custom Car Show*



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The process of building a no-holds-barred street strip animal like our very own Project aPocalypSe Horse is nothing if not unpredictable. Sometimes it seems as though the stars align and progress comes in huge spurts. And then there are the other times when hours and hours of work and planning result in what seems like little change.

If you've been following with us for the past year and a half, you know our project has seen its share of fits and starts, and this month just happens to be one where we spent most of our time planning next steps and ordering and waiting for parts. It is part of the process, and trust us—if you don't expect it along the way,

you'll find yourself frustrated and behind schedule. It simply comes with the territory.

That's not to say we didn't see any progress this month. In fact, the bare chassis moved ever nearer to completion as Donald Williams, Bobby Starcher and the rest of the crew readied the car to be displayed at the VA Hot Rod & Custom Car Show on April 11 & 12. With the chassis rolling, the gang reinstalled the engine and transmission, mounted the dash and seats, and even surprised us by hooking up the cool Ride-Tech Bluetooth-enabled RidePro system. With iPhone in hand, the car's ride height can be adjusted up or down a total of four inches using the free RidePro app. Needless to say, the guys played with

1

1: Turns out Project aPocalypSe Horse is quite the exhibitionist! She went out topless last month and showed off for a crowd of eager onlookers at the Hampton Convention Center (HCC). As matter of fact, not only was she topless, but she was **bodyless**, too. Lesser shops might not be so eager to show their work at this stage of the game, but Virginia Rod Company has no need for such fear. We almost hate to cover their craftsmanship up with sheetmetal next month. We said **almost**.

2: Don't get too used to this sight. We aren't building this horse to ride on a trailer...we're building it to **drive**! After several days of thrashing to get the Ride Tech RidePro system operational and the engine and transmission slid into position, VRC loaded the rolling chassis up for the relatively short jaunt to the HCC.

2



the thing all weekend, scaring the Holy Ghost from more than one startled and unsuspecting onlooker. Good times.

Prior to the show, VRC not only finished up the suspension but also put the finishing touches on the chassis welding, adding additional structural supports to key areas such as the front twin rails just ahead of the F1 ProChargers. We have high hopes that next month the body will be mounted with all chassis tabs welded on and the one-off Borla stainless exhaust system with Miller SpeedSports zoomie slide valves will be fabricated and the chassis can head off for powder coating.



3

3: It took more than a couple late nights to get the suspension system online and the drivetrain installed in time for the show. Meanwhile elsewhere around the globe, other aspects of the build were also inching toward completion, including gauges in England, a driveshaft in Michigan, and an oil pan in California. Sometimes it is really staggering to consider just how many people are personally involved in our build, not to mention the collective skill level of such a diverse and talented group!



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4: Pro street: past, present, and future (all in the same pic!). The Horse shared booth space with Jerry & Shari Gary's cool old-school Vega in the *RPM Magazine* stall.

Speaking of that exhaust system, Williams and Starcher spec'd out a materials list and we called our good friend Ed Taylor at Borla to get it coming. The 304 stainless with collector mufflers, true zoomie headers, and rocker-hidden rear pipes will be

worth the price of admission alone, so be sure and check back next month to see our progress on that.

In other developments, we contacted the good folks at Zada Tech in England about one of their incredible custom LCD dashes and gauge



5: With the air ride fully laid out, you couldn't roll a baseball under the chassis if you wanted to. VRC added the cross bracing to the chassis nose and the mockup charge tubes were painted. They'll be replaced with custom aluminum tubes following body fitment.



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6: The factory dash was installed and the Vintage Air Gen III system was mounted up behind it (we'll detail that full install in an upcoming feature). With an Optima battery mounted out back, the RidePro system from Ride Tech was in operation all weekend.



7: Speaking of the dash, Zada Tech got started on our all custom 12.3-inch LCD main dash (top) and 7-inch LCD aux (bottom) gauge displays. This system represents the future of in-dash gauges and the results should be spectacular.

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8

8: At just 29 inches in length, a 4-inch diameter aluminum driveshaft is actually lighter than a comparable carbon fiber unit by two pounds. At around one half the cost of carbon fiber and with a lead time of two or three days compared to six weeks, the 4-inch SFI aluminum shaft was the obvious choice. DynoTech will even spin balance the entire assembly if the customer supplies their yoke, which we did (thanks Jerry!).

systems. Zada Tech's Martin Zadehkoochak has been busy building an 12.3-inch HD LCD main display that contains data for the speedo, tach, oil pressure, water temp, fuel level, and voltmeter, while a second panel mounted in the center of the dash will display boost, trans temp, fuel pressure, and intake air temp. It will also include a

reverse camera input and trigger!

Lastly, we also were able to get measurements on a few other parts that needed to be ordered and fabricated. First up, due to the considerable length of our Rossler 210 transmission and Gear Vendors overdrive unit, the driveshaft for our application only needed to be a

short and stubby 29 inches. Initially we had planned to go with a new carbon fiber shaft; however, after speaking with DynoTech Engineering General Manager Steve Raymond, we opted for their 4-inch aluminum unit. "Because the driveshaft is so short you would be almost two pounds heavier with a carbon fiber driveshaft than

9: Our existing Milodon steel oil pan is a quality piece, but with our twin rail tube chassis we needed a custom unit to provide ample clearance around the engine and chassis. Dan Olson to the rescue.



9

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RPM PROJECT CAR

what you would be with a 4-inch aluminum shaft," Raymond said. "Our 4-inch aluminum shaft is SFI certified and can take upwards of 2,000 hp, so I would recommend the aluminum shaft because of the added weight savings and the replacement cost is half of the carbon fiber," he added. We were sold. DynoTech supplied the unit with a 1350 u-joint and even balanced the entire assembly after we shipped them our Gear Vendors slip yoke.

Lastly, we initially used a Milodon deep sump big block Ford oil pan during engine assembly at Kaase Racing. However, with the car being so incredibly low-slung, it became obvious we would need as much pan clearance as possible to prevent a road-gashing catastrophe. As such, we called up Olson Motorsports, where Brian Olson carefully took our dimen-

sions and proceeded to build us an incredible hand fabricated piece of TIG art. Olson has been building pans and other components for decades, and their work is second to none.

VRC's Donald Williams opened the box when it arrived and called right away. "I have seen thousands of fabricated pans in my day, but this is hands-down the finest craftsmanship I have ever seen on one," he gushed. We'll show you more when we get it installed, but trust us, it is as pretty as an oil pan could possibly be and full-custom one-off to boot.

With some luck, the cooperation of the delivery truck guy, and a lot of hard work, we hope to have the body mounted and the exhaust done for next month's installment. Check it out or, as always, follow along for real-time updates on our Facebook page. ■

10

PROJECT
apocalypse Horse



10: We managed to score a screaming deal on Craigslist for a factory GT500 hood that we will be using to compliment the custom stretched VFN clip. Tony Adkins went and picked it up and brought it back to VRC.



SOURCES

Virginia Rod Company

www.varodco.com
330.928.9092

Ride Tech

www.ridetech.com
812.481.4787

Zada Tech

www.zada-tech.com
info@zada-tech.com

Dynotech Engineering

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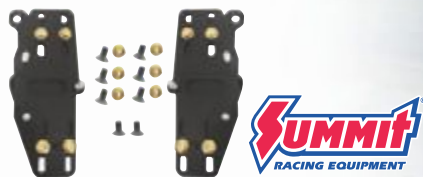
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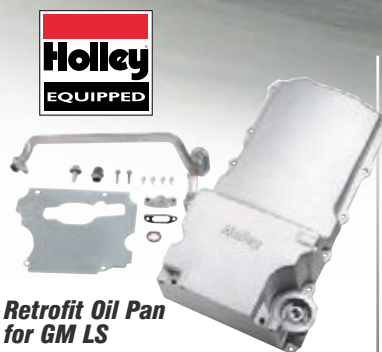


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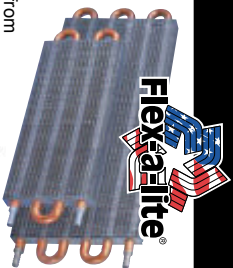
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